

Department of Homeland Security

U.S. Customs and Border Protection

Budget Overview



Fiscal Year 2022

Congressional Justification

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U.S. Customs and Border Protection

Appropriation Organization Structure

	Level	Fund Type (* Includes Defense Funding)
U.S. Customs and Border Protection	Component	
Operations and Support	Appropriation	
Mission Support	PPA	
Enterprise Services	PPA Level II	Discretionary - Appropriation
Office of Professional Responsibility	PPA Level II	Discretionary - Appropriation
Executive Leadership and Oversight	PPA Level II	Discretionary - Appropriation
Border Security Operations	PPA	
US Border Patrol	PPA Level II	
Operations	PPA Level III	Discretionary - Appropriation
Assets and Support	PPA Level III	Discretionary - Appropriation
Office of Training and Development	PPA Level II	Discretionary - Appropriation
Trade and Travel Operations	PPA	
Office of Field Operations	PPA Level II	
Domestic Operations	PPA Level III	Discretionary - Appropriation
International Operations	PPA Level III	Discretionary - Appropriation
Targeting Operations	PPA Level III	Discretionary - Appropriation
Assets and Support	PPA Level III	Discretionary - Appropriation
Office of Trade	PPA Level II	Discretionary - Appropriation
Office of Training and Development	PPA Level II	Discretionary - Appropriation
Integrated Operations	PPA	
Air and Marine Operations	PPA Level II	
Operations	PPA Level III	Discretionary - Appropriation
Assets and Support	PPA Level III	Discretionary - Appropriation
Air and Marine Operations Center	PPA Level III	Discretionary - Appropriation
Office of International Affairs	PPA Level II	Discretionary - Appropriation
Office of Intelligence	PPA Level II	Discretionary - Appropriation

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Office of Training and Development	PPA Level II	Discretionary - Appropriation
Operations Support	PPA Level II	Discretionary - Appropriation
Procurement, Construction, and Improvements	Appropriation	
Mission Support Assets and Infrastructure	PPA	
Revenue Modernization	PPA Level II	Discretionary - Appropriation
Mission Support Assets and Infrastructure End Items	PPA Level II	Discretionary - Appropriation
COSS Transformation Initiative	PPA Level II	Discretionary - Appropriation
Border Security Assets and Infrastructure	PPA	
Integrated Fixed Towers (IFT)	PPA Level II	Discretionary - Appropriation
Remote Video Surveillance Systems (RVSS)	PPA Level II	Discretionary - Appropriation
Mobile Video Surveillance System (MVSS)	PPA Level II	Discretionary - Appropriation
MVSS_M2S2 Modular Mobile Surveillance System	PPA Level II	Discretionary - Appropriation
Border Security Assets and Infrastructure End Items	PPA Level II	
Border Security Technology Procurement	PPA Level III	Discretionary - Appropriation
Border Wall System Program	PPA Level II	Discretionary - Appropriation
Trade and Travel Assets and Infrastructure	PPA	
Automated Commercial Environment (ACE)	PPA Level II	Discretionary - Appropriation
Non-Intrusive Inspection (NII) Systems Program	PPA Level II	Discretionary - Appropriation
Trade and Travel Assets and Infrastructure End Items	PPA Level II	
Advanced Trade Analytics Platform (ATAP)	PPA Level II	Discretionary - Appropriation
Airframes and Sensors	PPA Level II	
KA350-CER Multi-Role Enforcement Aircraft (MEA)	PPA Level III	Discretionary - Appropriation
UH-60 Medium Lift Helicopter	PPA Level III	Discretionary - Appropriation
Airframes and Sensors End Items	PPA Level III	Discretionary - Appropriation
Light Enforcement Helicopters	PPA Level III	Discretionary - Appropriation
Watercraft	PPA Level II	
Coastal Interceptor Vessels	PPA Level III	Discretionary - Appropriation
Construction and Facility Improvements	PPA	
Border Patrol Facilities	PPA Level II	Discretionary - Appropriation
OFO Facilities	PPA Level II	Discretionary - Appropriation

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Air & Marine Facilities	PPA Level II	Discretionary - Appropriation
Construction and Facility Improvements End Items	PPA Level II	Discretionary - Appropriation
Immigration Inspection User Fee	Appropriation	Mandatory - Fee
Immigration Enforcement Fines	Appropriation	Mandatory - Fee
Electronic System for Travel Authorization (ESTA) Fee	Appropriation	Mandatory - Fee
Land Border Inspection Fee	Appropriation	Mandatory - Fee
COBRA Customs Fees	Appropriation	Mandatory - Fee
COBRA FTA	Appropriation	Discretionary - Fee
Agricultural Quarantine and Inspection Fees	Appropriation	Mandatory - Fee
Global Entry Fee	Appropriation	Discretionary - Offsetting Fee
Puerto Rico Trust Fund	Appropriation	Mandatory - Fee
Virgin Islands Deposit Fund	Appropriation	Mandatory - Fee
User Fee Facilities	Appropriation	Discretionary - Fee
Customs Unclaimed Goods	Appropriation	Mandatory - Fee
9-11 Response and Biometric Exit Account	Appropriation	Mandatory - Fee
Preclearance	Appropriation	Discretionary - Offsetting Fee

U.S. Customs and Border Protection Budget Comparison and Adjustments

Appropriation and PPA Summary

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget
Operations and Support	\$12,532,399	\$12,908,923	\$13,426,809
Mission Support	\$1,858,705	\$1,879,037	\$1,923,717
Enterprise Services	\$1,537,332	\$1,472,264	\$1,431,212
Office of Professional Responsibility	\$209,052	\$212,693	\$291,380
Executive Leadership and Oversight	\$112,321	\$194,080	\$201,125
Border Security Operations	\$4,715,544	\$4,869,433	\$5,167,878
US Border Patrol	\$4,655,308	\$4,807,287	\$5,098,653
Operations	\$3,958,450	\$4,090,553	\$4,428,901
Assets and Support	\$696,858	\$716,734	\$669,752
Office of Training and Development	\$60,236	\$62,146	\$69,225
Trade and Travel Operations	\$4,789,033	\$4,969,056	\$5,134,655
Office of Field Operations	\$4,444,156	\$4,614,224	\$4,773,886
Domestic Operations	\$3,074,199	\$3,198,271	\$3,329,836
International Operations	\$144,940	\$148,389	\$153,089
Targeting Operations	\$241,449	\$257,648	\$273,932
Assets and Support	\$983,568	\$1,009,916	\$1,017,029
Office of Trade	\$279,362	\$289,387	\$289,746
Office of Training and Development	\$65,515	\$65,445	\$71,023
Integrated Operations	\$1,169,117	\$1,191,397	\$1,200,559
Air and Marine Operations	\$884,843	\$924,308	\$931,170
Operations	\$314,425	\$317,965	\$327,464
Assets and Support	\$533,768	\$565,554	\$564,886
Air and Marine Operations Center	\$36,650	\$40,789	\$38,820
Office of International Affairs	\$42,134	\$43,099	\$45,668

Department of Homeland Security**U.S. Customs and Border Protection**

Office of Intelligence	\$61,685	\$62,447	\$66,937
Office of Training and Development	\$6,886	\$9,210	\$12,523
Operations Support	\$173,569	\$152,333	\$144,261
Procurement, Construction, and Improvements	\$1,874,468	\$1,839,634	\$925,780
Mission Support Assets and Infrastructure	\$15,673	\$42,629	\$27,610
Revenue Modernization	\$15,673	\$13,173	\$8,746
Mission Support Assets and Infrastructure End Items	-	\$20,000	\$9,408
COSS Transformation Initiative	-	\$9,456	\$9,456
Border Security Assets and Infrastructure	\$1,508,788	\$1,513,000	\$54,315
Integrated Fixed Towers (IFT)	\$1,142	-	-
Remote Video Surveillance Systems (RVSS)	\$40,740	-	-
Mobile Video Surveillance System (MVSS)	\$14,800	-	-
MVSS_M2S2 Modular Mobile Surveillance System	-	\$15,000	-
Border Security Assets and Infrastructure End Items	\$77,106	\$123,000	\$54,315
Border Security Technology Procurement	-	\$95,000	-
Border Wall System Program	\$1,375,000	\$1,375,000	-
Trade and Travel Assets and Infrastructure	\$88,124	\$22,530	\$44,653
Automated Commercial Environment (ACE)	\$10,000	\$10,000	-
Non-Intrusive Inspection (NII) Systems Program	\$59,124	-	\$32,000
Trade and Travel Assets and Infrastructure End Items	\$19,000	\$12,530	-
Advanced Trade Analytics Platform (ATAP)	-	-	\$12,653
Integrated Operations Assets and Infrastructure	\$199,519	\$119,076	\$41,977
Airframes and Sensors	\$184,689	\$119,076	\$41,977
KA350-CER Multi-Role Enforcement Aircraft (MEA)	\$86,764	\$52,267	\$28,382
UH-60 Medium Lift Helicopter	\$46,525	\$15,500	-
Airframes and Sensors End Items	\$18,900	\$22,909	\$13,595
Light Enforcement Helicopters	\$32,500	\$28,400	-
Watercraft	\$14,830	-	-
Coastal Interceptor Vessels	\$14,830	-	-
Construction and Facility Improvements	\$62,364	\$142,399	\$757,225

Department of Homeland Security**U.S. Customs and Border Protection**

Border Patrol Facilities	\$25,000	\$103,000	\$87,000
OFO Facilities	\$22,364	-	\$660,225
Air & Marine Facilities	\$6,000	\$27,399	-
Construction and Facility Improvements End Items	\$9,000	\$12,000	\$10,000
Immigration Inspection User Fee	\$447,284	\$267,342	\$394,772
Immigration Enforcement Fines	\$515	\$205	\$209
Electronic System for Travel Authorization (ESTA) Fee	\$25,620	\$6,613	\$11,084
Land Border Inspection Fee	\$34,862	\$21,489	\$36,018
COBRA Customs Fees	\$485,920	\$239,353	\$359,380
COBRA FTA	\$179,271	\$85,008	\$209,364
Agricultural Quarantine and Inspection Fees	\$533,104	\$533,104	\$533,104
Global Entry Fee	\$130,081	\$86,982	\$116,579
Puerto Rico Trust Fund	\$225,382	\$236,651	\$224,818
Virgin Islands Deposit Fund	\$11,378	\$10,322	\$10,415
User Fee Facilities	\$12,335	\$19,439	\$10,074
Customs Unclaimed Goods	\$1,610	\$1,639	\$1,671
9-11 Response and Biometric Exit Account	\$35,959	\$25,500	\$29,563
Total	\$16,530,188	\$16,282,204	\$16,289,640

Table does not include \$840M in emergency funding passed in the FY21 Omnibus to offset anticipated reductions to COBRA and IIUF user fee collections.

U.S. Customs and Border Protection

Comparison of Budget Authority and Request

(Dollars in Thousands)

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Operations and Support	50,100	49,469	\$12,532,399	50,211	49,549	\$12,908,923	50,902	50,174	\$13,426,809	691	625	\$517,886
Procurement, Construction, and Improvements	-	-	\$1,874,468	-	-	\$1,839,634	-	-	\$925,780	-	-	(\$913,854)
Immigration Inspection User Fee	4,179	4,179	\$447,284	4,179	1,718	\$267,342	4,179	2,425	\$394,772	-	707	\$127,430
Immigration Enforcement Fines	2	2	\$515	2	1	\$205	2	1	\$209	-	-	\$4
Electronic System for Travel Authorization (ESTA) Fee	94	94	\$25,620	94	28	\$6,613	94	27	\$11,084	-	(1)	\$4,471
Land Border Inspection Fee	202	202	\$34,862	202	119	\$21,489	202	192	\$36,018	-	73	\$14,529
COBRA Customs Fees	3,188	3,188	\$485,920	3,446	1,709	\$239,353	3,446	2,453	\$359,380	-	744	\$120,027
COBRA FTA	1,287	1,278	\$179,271	1,287	607	\$85,008	1,287	1,429	\$209,364	-	822	\$124,356
Agricultural Quarantine and Inspection Fees	3,361	3,361	\$533,104	3,361	3,270	\$533,104	3,361	3,126	\$533,104	-	(144)	-
Global Entry Fee	416	416	\$130,081	416	248	\$86,982	416	237	\$116,579	-	(11)	\$29,597
Puerto Rico Trust Fund	268	268	\$225,382	268	268	\$236,651	268	263	\$224,818	-	(5)	(\$11,833)
Virgin Islands Deposit Fund	63	63	\$11,378	63	63	\$10,322	63	63	\$10,415	-	-	\$93
User Fee Facilities	80	80	\$12,335	80	80	\$19,439	80	65	\$10,074	-	(15)	(\$9,365)
Customs Unclaimed Goods	-	-	\$1,610	-	-	\$1,639	-	-	\$1,671	-	-	\$32
9-11 Response and Biometric Exit Account	-	-	\$35,959	-	-	\$25,500	-	-	\$29,563	-	-	\$4,063
Total	63,240	62,600	\$16,530,188	63,609	57,660	\$16,282,204	64,300	60,455	\$16,289,640	691	2,795	\$7,436
Subtotal Discretionary - Appropriation	50,100	49,469	\$14,406,867	50,211	49,549	\$14,748,557	50,902	50,174	\$14,352,589	691	625	(\$395,968)
Subtotal Discretionary - Fee	1,367	1,358	\$191,606	1,367	687	\$104,447	1,367	1,494	\$219,438	-	807	\$114,991
Subtotal Discretionary - Offsetting Fee	416	416	\$130,081	416	248	\$86,982	416	237	\$116,579	-	(11)	\$29,597
Subtotal Mandatory - Fee	11,357	11,357	\$1,801,634	11,615	7,176	\$1,342,218	11,615	8,550	\$1,601,034	-	1,374	\$258,816

Component Budget Overview

The FY 2022 Budget includes \$16.3B; 64,300 positions; and 60,455 full-time equivalents (FTE) for the U.S. Customs and Border Protection (CBP).

CBP is responsible for securing America's borders to protect the United States against terrorist threats and to prevent the illegal entry of inadmissible persons and contraband, while also facilitating lawful travel, trade, and immigration. In support of this mission, CBP is developing a well-informed,

agile, and seamless global network of personnel, assets, and infrastructure that must constantly enhance and evolve its capabilities to (1) combat terrorism, (2) support and advance legitimate economic activities, (3) define, prioritize, and disrupt transnational criminal organizations (TCOs), and (4) prevent the spread of agricultural pests and diseases.

To support operational requirements and CBP's mission, the FY 2022 Budget includes \$1.2B in new investments in effective and modern port and border security, including modernization of land POEs; investments in modern border security technology and assets; and efforts to ensure the safe and humane treatment of migrants in CBP custody, including the following key funding initiatives:

- \$655.0M for LPOE Modernization;
- \$163.2M for the CBP Medical contract to establish a permanent funding source that enables CBP to continue contracted health care services at non-overflow/non-surge USBP stations and OFO Ports of Entry;
- \$129.8M to procure technology and aircraft to secure the Nation's borders;
- \$92.2M for facilities construction, modernization, expansion, and critical repairs/maintenance to support U.S. Border Patrol, Office of Field Operations, and HQ Mission Support requirements and daily operations;
- \$74.3M for Office of Professional Responsibility Special Agents to maintain integrity and transparency in CBP's programs and operations; and
- \$31.1M for CBP's Transportation contract to fund an integrated system of contracted services (transportation, guard, medical) necessary to support the movement of detainees along the Southern Border.
- \$12.7M for the Advanced Trade Analytics Platform (ATAP), which combines the formerly named Cognitive Analytics and Federated View of Accounts (FVA/CA) under Intelligent Enforcement, and Trade Agreement, Remedies & Enforcement Personnel.
- \$9.1M for USBP Processing Coordinators to receive and in-process detainees at USBP facilities.

U.S. Customs and Border Protection Budget Authority and Obligations

(Dollars in Thousands)

	FY 2020	FY 2021	FY 2022
Enacted/Request	\$16,530,188	\$16,282,204	\$16,289,640
Carryover - Start of Year	\$3,207,291	\$1,563,770	\$2,127,989
Recoveries	\$114,855	\$9,242	\$500,000
Rescissions to Current Year/Budget Year	(\$149,269)	(\$48,467)	(\$1,939,007)
Net Sequestered Resources	\$38,920	\$27,834	(\$14,747)
Reprogramming/Transfers	\$35,449	\$3,705	-
Supplementals	\$323,087	\$840,000	-
Total Budget Authority	\$20,100,521	\$18,678,288	\$16,963,875
Collections - Reimbursable Resources	\$324,438	\$316,673	\$316,920
Collections - Other Sources	-	-	-
Total Budget Resources	\$20,424,959	\$18,994,961	\$17,280,795
Obligations (Actual/Estimates/Projections)	\$18,505,624	\$16,816,690	\$15,946,359
Personnel: Positions and FTE			
Enacted/Request Positions	63,240	63,609	64,300
Enacted/Request FTE	62,600	57,660	60,455
Onboard and Actual FTE			
Onboard (Actual/Estimates/Projections)	63,610	63,395	64,290
FTE (Actual/Estimates/Projections)	62,961	57,778	60,454

\$840M from emergency appropriations (scored as a mandatory emergency CHIMP) were included in the Consolidated Appropriations Act, 2021 to support activities associated with customs and immigration inspections. The emergency funding supports an additional 3,905 FTE.

Collections – Reimbursable Resources*(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
CIS I-193	21	21	\$3,450	21	21	\$3,480	21	21	\$3,480
Department of Agriculture	8	8	\$3,910	8	8	\$3,910	8	8	\$3,910
Department of Defense	2	2	\$948	2	2	\$948	2	2	\$948
Department of Defense - Navy, Marine Corps	-	-	\$19,711	-	-	\$19,711	-	-	\$19,711
Department of Energy	-	-	\$482	-	-	\$482	-	-	\$482
Department of Homeland Security - Countering Weapons of Mass Destruction	-	-	\$905	-	-	\$905	-	-	\$905
Department of Homeland Security - Federal Emergency Management Agency	15	15	\$28,076	15	15	\$28,076	15	15	\$28,076
Department of Homeland Security - Federal Law Enforcement Training Centers	-	-	\$174	-	-	\$174	-	-	\$174
Department of Homeland Security - Management Directorate	-	-	\$66	-	-	\$621	-	-	\$621
Department of Homeland Security - Science and Technology	-	-	\$1,239	-	-	\$1,239	-	-	\$1,239
Department of Homeland Security - Transportation Security Administration	-	-	\$4,347	-	-	\$4,347	-	-	\$4,347
Department of Homeland Security - U.S. Immigration and Customs Enforcement	-	-	\$4,235	-	-	\$4,235	-	-	\$4,235
Department of Homeland Security - United States Coast Guard	-	-	\$9,700	-	-	\$9,700	-	-	\$9,700
Department of Justice	-	-	\$75	-	-	\$75	-	-	\$75
Department of Labor	-	-	\$6	-	-	\$6	-	-	\$6
Department of State	10	10	\$28,792	10	10	\$28,792	10	10	\$28,792
Department of Treasury	-	-	\$1	-	-	\$1	-	-	\$1
Forfeiture Fund	90	90	\$43,924	90	90	\$43,924	90	90	\$43,924
General Services Administration - General Activities	-	-	\$3,442	-	-	\$3,442	-	-	\$3,442
Office of Personnel Management	31	31	\$4,995	31	31	\$4,995	31	31	\$4,995
Other Independent Agencies	14	14	\$111,005	14	14	\$111,005	14	14	\$111,005
Postal Service	-	-	\$468	-	-	\$468	-	-	\$468
Small Business Administration	-	-	\$9	-	-	\$9	-	-	\$9
Environmental Protection Agency	-	-	\$75	-	-	\$75	-	-	\$75
International Assistance Programs - Agency for International Development	-	-	\$963	-	-	\$963	-	-	\$963
Reimbursable Agricultural Overtime	24	24	\$6,903	24	24	\$6,903	24	24	\$6,903
Reimbursable Overtime	-	-	\$105	-	-	\$105	-	-	\$105
Virgin Islands Deposit Fund	44	44	\$13,110	44	44	\$13,110	44	44	\$13,110

Department of Homeland Security**U.S. Customs and Border Protection**

IUF Reimbursable	-	-	\$20,000	-	-	\$12,659	-	-	\$12,786
Small Airports Reimbursable	-	-	\$13,000	-	-	\$11,991	-	-	\$12,111
Department of Homeland Security - Cybersecurity and Infrastructure Security Agency	-	-	\$322	-	-	\$322	-	-	\$322
Total Collections	259	259	\$324,438	259	259	\$316,673	259	259	\$316,920

U.S. Customs and Border Protection Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Operations and Support	50,100	49,469	\$8,462,755	\$171.07	50,211	49,549	\$8,770,470	\$177.01	50,902	50,174	\$9,146,071	\$182.29	691	625	\$375,601	\$5.28
Immigration Inspection User Fee	4,179	4,179	\$402,476	\$96.31	4,179	1,718	\$240,561	\$140.02	4,179	2,425	\$355,225	\$146.48	-	707	\$114,664	\$6.46
Immigration Enforcement Fines	2	2	\$515	\$257.50	2	1	\$205	\$205.00	2	1	\$209	\$209.00	-	-	\$4	\$4.00
Electronic System for Travel Authorization (ESTA) Fee	94	94	\$19,736	\$209.96	94	28	\$4,000	\$142.86	94	27	\$4,000	\$148.15	-	(1)	-	\$5.29
Land Border Inspection Fee	202	202	\$27,183	\$134.57	202	119	\$16,756	\$140.81	202	192	\$28,084	\$146.27	-	73	\$11,328	\$5.46
COBRA Customs Fees	3,188	3,188	\$485,919	\$152.42	3,446	1,709	\$239,352	\$140.05	3,446	2,453	\$359,379	\$146.51	-	744	\$120,027	\$6.45
COBRA FTA	1,287	1,278	\$179,271	\$140.27	1,287	607	\$85,008	\$140.05	1,287	1,429	\$209,364	\$146.51	-	822	\$124,356	\$6.46
Agricultural Quarantine and Inspection Fees	3,361	3,361	\$457,910	\$136.24	3,361	3,270	\$457,910	\$140.03	3,361	3,126	\$457,910	\$146.48	-	(144)	-	\$6.45
Global Entry Fee	416	416	\$36,270	\$87.19	416	248	\$34,770	\$140.20	416	237	\$34,770	\$146.71	-	(11)	-	\$6.51
Puerto Rico Trust Fund	268	268	\$114,218	\$426.19	268	268	\$40,627	\$151.59	268	263	\$38,595	\$146.75	-	(5)	(\$2,032)	(\$4.84)
Virgin Islands Deposit Fund	63	63	\$9,350	\$148.41	63	63	\$8,745	\$138.81	63	63	\$8,825	\$140.08	-	-	\$80	\$1.27
User Fee Facilities	80	80	\$12,058	\$150.73	80	80	\$18,376	\$229.70	80	65	\$9,523	\$146.51	-	(15)	(\$8,853)	(\$83.19)
Total	63,240	62,600	\$10,207,661	\$163.06	63,609	57,660	\$9,916,780	\$171.99	64,300	60,455	\$10,651,955	\$176.20	691	2,795	\$735,175	\$4.21
Subtotal Discretionary - Appropriation	50,100	49,469	\$8,462,755	\$171.07	50,211	49,549	\$8,770,470	\$177.01	50,902	50,174	\$9,146,071	\$182.29	691	625	\$375,601	\$5.28
Subtotal Discretionary - Fee	1,367	1,358	\$191,329	\$140.89	1,367	687	\$103,384	\$150.49	1,367	1,494	\$218,887	\$146.51	-	807	\$115,503	(\$3.98)
Subtotal Discretionary - Offsetting Fee	416	416	\$36,270	\$87.19	416	248	\$34,770	\$140.20	416	237	\$34,770	\$146.71	-	(11)	-	\$6.51
Subtotal Mandatory - Fee	11,357	11,357	\$1,517,307	\$133.60	11,615	7,176	\$1,008,156	\$140.49	11,615	8,550	\$1,252,227	\$146.46	-	1,374	\$244,071	\$5.97

The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel.

Table does not include \$840M in emergency funding passed in the FY21 Omnibus to offset anticipated reductions to COBRA and IIUF user fee collections. The emergency funding supports an additional 3,905 FTE.

Pay by Object Class
(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$5,793,778	\$5,609,498	\$5,970,427	\$360,929
11.3 Other than Full-time Permanent	\$11,226	\$10,047	\$10,348	\$301
11.5 Other Personnel Compensation	\$1,204,194	\$1,138,359	\$1,233,283	\$94,924
12.1 Civilian Personnel Benefits	\$3,198,463	\$3,158,876	\$3,437,897	\$279,021
Total - Personnel Compensation and Benefits	\$10,207,661	\$9,916,780	\$10,651,955	\$735,175
Positions and FTE				
Positions - Civilian	63,240	63,609	64,300	691
FTE - Civilian	62,600	57,660	60,455	2,795

U.S. Customs and Border Protection Non Pay Budget Exhibits

Non Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Operations and Support	\$4,069,644	\$4,138,453	\$4,280,738	\$142,285
Procurement, Construction, and Improvements	\$1,874,468	\$1,839,634	\$925,780	(\$913,854)
Immigration Inspection User Fee	\$44,808	\$26,781	\$39,547	\$12,766
Electronic System for Travel Authorization (ESTA) Fee	\$5,884	\$2,613	\$7,084	\$4,471
Land Border Inspection Fee	\$7,679	\$4,733	\$7,934	\$3,201
COBRA Customs Fees	\$1	\$1	\$1	-
Agricultural Quarantine and Inspection Fees	\$75,194	\$75,194	\$75,194	-
Global Entry Fee	\$93,811	\$52,212	\$81,809	\$29,597
Puerto Rico Trust Fund	\$111,164	\$196,024	\$186,223	(\$9,801)
Virgin Islands Deposit Fund	\$2,028	\$1,577	\$1,590	\$13
User Fee Facilities	\$277	\$1,063	\$551	(\$512)
Customs Unclaimed Goods	\$1,610	\$1,639	\$1,671	\$32
9-11 Response and Biometric Exit Account	\$35,959	\$25,500	\$29,563	\$4,063
Total	\$6,322,527	\$6,365,424	\$5,637,685	(\$727,739)
Subtotal Discretionary - Appropriation	\$5,944,112	\$5,978,087	\$5,206,518	(\$771,569)
Subtotal Discretionary - Fee	\$277	\$1,063	\$551	(\$512)
Subtotal Discretionary - Offsetting Fee	\$93,811	\$52,212	\$81,809	\$29,597
Subtotal Mandatory - Fee	\$284,327	\$334,062	\$348,807	\$14,745

Non Pay by Object Class*(Dollars in Thousands)*

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$140,509	\$110,853	\$119,950	\$9,097
22.0 Transportation of Things	\$15,630	\$13,383	\$19,965	\$6,582
23.1 Rental Payments to GSA	\$680,546	\$699,456	\$683,365	(\$16,091)
23.2 Rental Payments to Others	\$46,911	\$53,427	\$53,383	(\$44)
23.3 Communications, Utilities, & Miscellaneous	\$117,376	\$117,979	\$120,331	\$2,352
24.0 Printing and Reproduction	\$34,247	\$10,372	\$13,978	\$3,606
25.1 Advisory & Assistance Services	\$4,238	\$1,505,587	\$1,502,303	(\$3,284)
25.2 Other Services from Non-Federal Sources	\$1,902,435	\$1,321,666	\$1,359,876	\$38,210
25.3 Other Purchases of goods and services	\$120,781	\$120,971	\$110,535	(\$10,436)
25.4 Operations & Maintenance of Facilities	\$231,053	\$334,839	\$313,622	(\$21,217)
25.5 Research & Development Contracts	\$4	-	-	-
25.6 Medical Care	\$20,446	\$13,749	\$13,750	\$1
25.7 Operation & Maintenance of Equipment	\$406,108	\$290,647	\$279,630	(\$11,017)
25.8 Subsistence and Support of Persons	-	\$4,215	\$4,215	-
26.0 Supplies & Materials	\$290,017	\$6,188	\$8,122	\$1,934
31.0 Equipment	\$863,077	\$100,994	\$124,752	\$23,758
32.0 Land and Structures	\$1,437,816	\$1,521,462	\$773,608	(\$747,854)
42.0 Insurance Claims and Indemnities	\$2,938	\$3,062	\$3,062	-
44.0 Refunds	\$8,315	\$136,574	\$133,238	(\$3,336)
94.0 Financial Transfers	\$80	-	-	-
Total - Non Pay Budget Object Class	\$6,322,527	\$6,365,424	\$5,637,685	(\$727,739)

U.S. Customs and Border Protection
Supplemental Budget Justification Exhibits

Working Capital Fund

Appropriation and PPA <i>(Dollars in Thousands)</i>	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget
Operations and Support	\$19,229	-	-
Mission Support	\$19,229	-	-
Total Working Capital Fund	\$19,229	-	-

U.S. Customs and Border Protection
FY 2022 Counter Unmanned Aerial Systems (CUAS) Funding

Appropriation and PPA	<i>(Dollars in Thousands)</i>
U.S. Customs and Border Protection Total	\$4,315
Procurement, Construction, and Improvements	\$4,315
Border Security Assets and Infrastructure	\$4,315

The above funding will be utilized to support market research, a technology demonstration along the Southern Border at multiple Border Patrol Sectors, and to procure 18 C-UAS systems. Further information can be found in the Procurement, Construction, and Improvements chapter in this Budget.

U.S. Customs and Border Protection

Status of Congressionally Requested Studies, Reports and Evaluations

Fiscal Year	Due Date	Reference/Citation	Requirement	Status
2019	6/30/2019	P.L. 116-6	Provided further, That of the funds provided under this heading, \$13,000,000 shall be withheld from obligation until the Secretary complies with section 106 of this Act and \$13,000,000 shall be withheld from obligation until the Secretary provides the first report on border apprehensions required under this heading by the report accompanying this Act. p. 31-5 - SEC. 106. Section 107 of the Department of Homeland Security Appropriations Act, 2018 (division F of Public Law 115–141), related to visa overstay data, shall apply in fiscal year 2019, except that the reference to “this Act” shall be treated as referring to this Act, and the reference to “2017” shall be treated as referring to “2018”.	Transmitted- April 16, 2019
2019	8/14/2019	P.L. 116-6	(c) Not later than 180 days after the date of the enactment of this Act, the Secretary of Homeland Security shall submit to the Committee on Appropriations of the Senate, the Committee on Appropriations of the House of Representatives, and the Comptroller General of the United States an updated risk-based plan for improving security along the borders of the United States that includes the elements required under subsection (a) of section 231 of division F of the Consolidated Appropriations Act, 2018 (Public Law 115–141), which shall be evaluated in accordance with subsection (b) of such section.	Transmitted- August 30, 2020
2019	8/14/2019	Senate Report 115-283	CBP shall submit a report, not later than 180 days after the enactment of this act, on the resources needed to effectively implement new section 232 steel and aluminum tariffs. The report shall include estimates on any increased demands on manpower and system infrastructure resulting from the additional inspections and any other recommendations on how to ensure the effective implementation of the section 232 tariffs.	Transmitted- October 6, 2020

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2019	1/30/2020	Senate Report 115-283	The Committee directs CBP to provide the Committee with data pertaining to the number and efficacy of roving patrol stops and to release this data publicly on a semiannual basis. All personally identifiable information about specific individuals shall be redacted from these reports. The report shall include a description of CBP policies governing enforcement actions of this nature; the total number of roving patrol stops made by CBP personnel, including the number resulting in arrest; and the date, location, duration, type of, and reason for each roving patrol stop and each resulting arrest.	(Report 1 FY 2019) Transmitted- August 17, 2019
2019	1/30/2020	Senate Report 115-283	The Committee directs CBP to provide the Committee with data pertaining to the number and efficacy of roving patrol stops and to release this data publicly on a semiannual basis. All personally identifiable information about specific individuals shall be redacted from these reports. The report shall include a description of CBP policies governing enforcement actions of this nature; the total number of roving patrol stops made by CBP personnel, including the number resulting in arrest; and the date, location, duration, type of, and reason for each roving patrol stop and each resulting arrest.	(Report 2 FY 2019) Transmitted- April 13, 2020
2020	2/10/20	P.L. 112-74: 125 STAT. 949	- CONSTRUCTION AND FACILITIES MANAGEMENT - Provided, That for fiscal year 2012 and thereafter, the annual budget submission of U.S. Customs and Border Protection for “Construction and Facilities Management” shall, in consultation with the General Services Administration, include a detailed 5-year plan for all Federal land border port of entry projects with a yearly update of total projected future funding needs delineated by land port of entry...	Transmitted- August 31, 2020
2020	6/14/20	Senate Report 116-125	Antidumping and Countervailing Duties.—The Committee directs CBP to continue reporting on AD/CVD, as required in Senate Report 114–264 and as expanded in Senate Report 115–283.	Transmitted- November 16, 2020
2020	6/14/20	Senate Report 116-125	Antidumping and Countervailing Duties.—The Committee directs CBP to continue reporting on AD/CVD, as required in Senate Report 114–264 and as expanded in Senate Report 115–283.	Transmitted- July 9, 2020

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2020	6/14/20	Senate Report 116-125	Antidumping and Countervailing Duties.—The Committee directs CBP to continue reporting on AD/CVD, as required in Senate Report 114–264 and as expanded in Senate Report 115–283.	Transmitted- October 14, 2020
2020	9/16/20	Senate Report 116-125	Antidumping and Countervailing Duties.—The Committee directs CBP to continue reporting on AD/CVD, as required in Senate Report 114–264 and as expanded in Senate Report 115–283.	Transmitted- July 13, 2020
2020	3/19/20	House Report 116-180 Senate Report 116-125	<p>Agriculture Inspections.—The Committee directs the Department to work with its Federal law enforcement partners and the Department of Agriculture to determine the extent of transnational criminal involvement in foreign produce bound for the United States; work to increase inspections of imported agricultural products for produce that may contain drugs; utilize its intelligence collection and partnerships with foreign agencies to identify produce shipments that transported drug shipments to border locations to facilitate drug trade; and deny entry to shipments of this nature.</p> <p>The Committee is concerned with reports that transnational criminal organizations are combining narcotics smuggling and money laundering with legitimate agricultural operations in Mexico. The Committee directs CBP to collaborate with law enforcement partners in determining the extent of transnational criminal involvement in the transportation of foreign produce bound for the United States. CBP shall report quarterly on all significant crossborder drug seizures involving agricultural products, detailing how each seized shipment was smuggled and the specific commodity or agricultural product with which each seized shipment was smuggled. The first report shall be submitted to the Committee not later than 90 days after the date of enactment of this act.</p>	(Quarters 1-3 report was combined) Transmitted- October 16, 2020
2020	6/30/20	House Report 116-180 Senate Report 116-125	Agriculture Inspections.—The Committee directs the Department to work with its Federal law enforcement partners and the Department of Agriculture to determine the extent of transnational criminal involvement in foreign produce bound for the United States; work to increase inspections of	(Quarters 1-3 report was combined) Transmitted- October 16, 2020

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			<p>imported agricultural products for produce that may contain drugs; utilize its intelligence collection and partnerships with foreign agencies to identify produce shipments that transported drug shipments to border locations to facilitate drug trade; and deny entry to shipments of this nature.</p> <p>The Committee is concerned with reports that transnational criminal organizations are combining narcotics smuggling and money laundering with legitimate agricultural operations in Mexico. The Committee directs CBP to collaborate with law enforcement partners in determining the extent of transnational criminal involvement in the transportation of foreign produce bound for the United States. CBP shall report quarterly on all significant crossborder drug seizures involving agricultural products, detailing how each seized shipment was smuggled and the specific commodity or agricultural product with which each seized shipment was smuggled. The first report shall be submitted to the Committee not later than 90 days after the date of enactment of this act.</p>	
2020	9/30/20	<p>House Report 116-180 Senate Report 116-125</p>	<p>Agriculture Inspections.—The Committee directs the Department to work with its Federal law enforcement partners and the Department of Agriculture to determine the extent of transnational criminal involvement in foreign produce bound for the United States; work to increase inspections of imported agricultural products for produce that may contain drugs; utilize its intelligence collection and partnerships with foreign agencies to identify produce shipments that transported drug shipments to border locations to facilitate drug trade; and deny entry to shipments of this nature.</p> <p>The Committee is concerned with reports that transnational criminal organizations are combining narcotics smuggling and money laundering with legitimate agricultural operations in Mexico. The Committee directs CBP to collaborate with law enforcement partners in determining the extent of transnational criminal involvement in the transportation of foreign produce bound for the</p>	<p>(Quarters 1-3 report was combined) Transmitted- October 16, 2020</p>

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AILA Doc. No. 21060236. (Posted 6/2/21)

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			United States. CBP shall report quarterly on all significant crossborder drug seizures involving agricultural products, detailing how each seized shipment was smuggled and the specific commodity or agricultural product with which each seized shipment was smuggled. The first report shall be submitted to the Committee not later than 90 days after the date of enactment of this act.	
2020	12/31/20	House Report 116-180 Senate Report 116-125	<p>Agriculture Inspections.—The Committee directs the Department to work with its Federal law enforcement partners and the Department of Agriculture to determine the extent of transnational criminal involvement in foreign produce bound for the United States; work to increase inspections of imported agricultural products for produce that may contain drugs; utilize its intelligence collection and partnerships with foreign agencies to identify produce shipments that transported drug shipments to border locations to facilitate drug trade; and deny entry to shipments of this nature.</p> <p>The Committee is concerned with reports that transnational criminal organizations are combining narcotics smuggling and money laundering with legitimate agricultural operations in Mexico. The Committee directs CBP to collaborate with law enforcement partners in determining the extent of transnational criminal involvement in the transportation of foreign produce bound for the United States. CBP shall report quarterly on all significant crossborder drug seizures involving agricultural products, detailing how each seized shipment was smuggled and the specific commodity or agricultural product with which each seized shipment was smuggled. The first report shall be submitted to the Committee not later than 90 days after the date of enactment of this act.</p>	(Quarter 4) Transmitted- April 15, 2021
2020	3/19/20	House Report 116-180	CBP is directed to continue working with USDA to better leverage existing personnel to address the agriculture inspection workload, such as through the authorization of additional work hours or dual certification, and to report back to the Committee on	Transmitted- January 12, 2021

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			its efforts within 90 days of the date of enactment of this Act.	
2020	3/19/20	House Report 116-180 Senate Report 116-125	<p>p. 25 - Biometric Exit.—The Committee directs CBP to provide a detailed expenditure plan for biometric exit activities within 90 days of the date of enactment of this Act, as directed in House Report 114–668.</p> <p>p. 10 - Biometric Exit.—The Department is directed to provide a spend plan for H–1B and L–1 fee revenues and any other resources being applied to biometric exit implementation not later than 30 days after the date of enactment of this act.</p>	Transmitted- September 14, 2020
2020	6/17/20	House Report 116-180	p. 18 - Border Barrier Mitigation Activities.—The Committee directs the Department to work with the Departments of the Interior, Agriculture, and Defense to provide a report, within 180 days of the date of enactment of this Act, that: 1) assesses the impacts of border barrier construction on sensitive lands, habitat, and wildlife; 2) identifies strategies to mitigate such impacts, including land acquisitions for national wildlife refuges and other Federal public land units; and 3) provides estimates of the cost to implement such strategies.	Transmitted- November 25, 2020
2020	3/19/20	Senate Report 116-125	p. 36 - Border Security Deployment Program [BSDP].—Given the proven benefits to border security and officer safety, the Committee recommends funding requested for BSDP, and directs CBP to prioritize full implementation of BSDP and expand the integrated surveillance, intrusion, and detection system at all land POEs along the southern and northern borders. Within 90 days of the date of enactment of this act, CBP shall report to the Committee on efforts to rapidly procure and implement the BSDP and the expansion of the integrated surveillance, intrusion, and detection system for the northern and southern borders.	Changed to a briefing per agreement with the Hill in April 2020
2020	6/17/20	P.L. 116-93 Senate Report 116-125	p. 196 - SEC. 209. (e) Not later than 180 days after the date of enactment of this Act, the Secretary of Homeland Security shall submit to the Committee on Appropriations of the Senate, the Committee on Appropriations of the House of Representatives, and the Comptroller General of the United States an	Transmitted- August 3, 2020

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			<p>updated risk-based plan for improving security along the borders of the United States that includes the elements required under subsection (a) of section 231 of division F of the Consolidated Appropriations Act, 2018 (Public Law 115–141), which shall be evaluated in accordance with subsection (b) of such section.</p> <p>p. 44 - The Department has produced two Border Security Improvement Plans detailing the planning and costs associated with securing the southwest border. Within 120 days of the date of enactment of this act, the Department shall provide to the Committee a plan for the southwest border that details the strategy to secure each of the 1,954 miles of the southwest border. This plan shall include: types of physical barriers, fixed towers, levees, technologies, or other mobile or static tools; CBP personnel; and Air and Marine assets to provide a holistic and adequate level of security for each mile, as determined by the Department; the prioritization of implementing the plan for each section of the border; and the methods used to respond to each of these requirements.</p>	
2020	4/17/20	Senate Report 116-125	<p>p. 47 - Revenue Modernization.—Within 120 days of the date of enactment of this act, CBP shall provide the Committee with estimated costs and a timeline for the elimination of cash transactions at POEs.</p>	Transmitted- August 18, 2020
2020	2/18/20	House Report 116-180	<p>p. 20 - Migrants–Child Welfare Professionals.—With the funds provided in this Act and prior Acts, the Committee directs the Department to hire or otherwise obtain the services of child welfare professionals with culturally competent, trauma-centered, and developmentally appropriate interviewing skills to provide child welfare expertise and screening services on a full-time basis at each land POE or Border Patrol station along the southern land border. Not later than 60 days after the date of enactment of this Act, CBP shall provide an execution plan for hiring child welfare professionals to include how the personnel will be deployed in the field.</p>	Transmitted- August 28, 2020

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2020	9/15/20	Senate Report 116-125	p. 41 - Honey Fraud.—The Committee directs that CBP, after consultation with domestic honey producers, report to the Committee within 270 days of the date of enactment of this act on a strategy for increasing targeted testing to reduce the quantity of honey fraudulently imported into the United States.	Transmitted- September 25, 2020
2021	6/18/21	Senate Report 116-125	p. 41 - Honey Fraud.—The Committee directs that CBP, after consultation with domestic honey producers, report to the Committee within 270 days of the date of enactment of this act on a strategy for increasing targeted testing to reduce the quantity of honey fraudulently imported into the United States. Within 545 days of the date of enactment of this act, CBP shall provide the Committee with a report on the results of honey import testing. A public version of both reports should also be released and posted on the public website.	Pending
2020	6/17/20	House Report 116-180	p. 20 - Migrants—Deaths.—Within 180 days after the date of enactment of this Act, DHS shall submit a report addressing the following for the prior fiscal year: (1) for each discovery of migrant remains, whether by CBP personnel or other individuals or organizations, within 100 miles of the southern land border of the U.S. during the reporting period— (A) the location of discovery; (B) the entity that made the discovery or whether a private individual made the discovery; (C) the cause and manner of death, if determinable; and (D) the sex, age at time of death, and country of origin, if determinable; (2) a detailed explanation of CBP efforts to coordinate with local elected officials, law enforcement agencies, medical examiners and coroners, universities, nongovernmental organizations, landowners, and other members of the public to identify, count, and map the locations of all migrant remains discovered during the reporting period; (3) an assessment of CBP protocols for responding to different methods of reporting migrants in	Transmitted- February 12, 2021

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			<p>distress, including 911 calls and verbal reports by other migrants;</p> <p>(4) an assessment of cellphone coverage in areas where migrant remains are frequently discovered; and</p> <p>(5) A detailed description of CBP programs or plans to reduce the number of migrant deaths.</p>	
2020	3/19/20	House Report 116-180	<p>p. 29 - Non-Intrusive Inspection (NII).—The Committee directs CBP to provide, not later than 90 days after the date of enactment of this Act, an updated, multi-year strategic plan for addressing vulnerabilities and capability gaps at POEs, as directed in the explanatory statement accompanying Public Law 115–141.</p>	<p><i>Report was not required since there were no updates to the FY 2018 report</i></p>
2020	1/19/20	P.L. 116-93	<p>p. 196 - SEC. 209. (c) The Chief of the U.S. Border Patrol shall—</p> <p>(1) provide a plan to the Committees on Appropriations of the Senate and the House of Representatives for the use of the amounts provided in subsection (a)(1) within 30 days of the date of enactment of this Act; and</p> <p>(2) notify such Committees of any amendment to the highest priority locations identified for the use of the amount provided in subsection (a)(1) within 5 days of such amendment.</p>	Transmitted- October 4, 2020
2020	3/19/20	<p>P.L. 116-93</p> <p>Explanatory Statement</p>	<p>p. 195 - SEC. 208. Not later than 90 days after the date of enactment of this Act, the Secretary of Homeland Security shall submit an expenditure plan for any amounts made available for “U.S. Customs and Border Protection—Procurement, Construction, and Improvements” in this Act and prior Acts to the Committees on Appropriations of the Senate and the House of Representatives: Provided, That no such amounts may be obligated prior to the submission of such plan.</p> <p>p. 16 - Section 208. The agreement includes a provision requiring the Secretary to submit an expenditure plan for funds made available under "U.S. Customs and Border Protection - Procurement, Construction, and Improvements".</p>	Transmitted- May 12, 2020
2020	4/17/20	Senate Report 116-125	<p>CBP shall prioritize the hiring of agricultural specialists within resources provided and continue</p>	Transmitted- October 6, 2020

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			working with the U.S. Department of Agriculture to better leverage existing staff in addressing the agricultural inspection workload, such as through the authorization of additional work hours or dual certification. Additionally, CBP shall report to the Committee within 120 days of the date of enactment of this act on the potential for a voluntary pilot program for Agriculture Specialists and other uniformed, non-law enforcement personnel to carry firearms for personal protection purposes.	
2020	4/30/20	House Report 116-180	p. 23 - Polygraph Waivers.—The Committee directs CBP to provide quarterly reports on the number of personnel applicants to whom the Commissioner has granted polygraph waivers, accompanied by the current Significant Admissions Summary, which is a list of admissions to criminal and national-security-compromising acts that are uncovered during polygraph exams.	(Quarter 1 report) Transmitted- July 19, 2020
2020	6/30/20	House Report 116-180	p. 23 - Polygraph Waivers.—The Committee directs CBP to provide quarterly reports on the number of personnel applicants to whom the Commissioner has granted polygraph waivers, accompanied by the current Significant Admissions Summary, which is a list of admissions to criminal and national-security-compromising acts that are uncovered during polygraph exams.	(Quarter 2 report) Transmitted- August 10, 2020
2020	9/30/20	House Report 116-180	p. 23 - Polygraph Waivers.—The Committee directs CBP to provide quarterly reports on the number of personnel applicants to whom the Commissioner has granted polygraph waivers, accompanied by the current Significant Admissions Summary, which is a list of admissions to criminal and national-security-compromising acts that are uncovered during polygraph exams.	(Quarter 3 report) Transmitted- October 23, 2020
2020	12/30/20	House Report 116-180	p. 23 - Polygraph Waivers.—The Committee directs CBP to provide quarterly reports on the number of personnel applicants to whom the Commissioner has granted polygraph waivers, accompanied by the current Significant Admissions Summary, which is a list of admissions to criminal and national-security-compromising acts that are uncovered during polygraph exams.	(Quarter 4 report) Transmitted- January 27, 2021

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2020	6/17/20	House Report 116-180	p. 28 - Recruitment of Women.—The Commissioner is directed to commission a report from experts in law enforcement diversity with experience on recruitment and gender dynamics in law enforcement organizations, to be submitted to the Committee not later than 180 days after the date of enactment of this Act, along with CBP’s responses to the report’s recommendations and an implementation plan. The report shall address but not be limited to: (1) whether recruitment, application processes, training, promotion, and other aspects of employment in CBP law enforcement positions treat women fairly and without bias; and (2) CBP’s training, complaints system, and culture regarding sexual harassment and assault.	Pending
2020	3/19/20	Senate Report 116-125	p. 37 - Reimbursable Services Programs.—To better establish expectations for all parties, the Committee directs CBP to provide each port operator with information on baseline service levels and report to the Committee quarterly on CBP’s adherence to these baseline service levels. Additionally, CBP shall include information on requirements for staff, facility, and security upgrades for seaports to include marine and cruise terminals. It should address staffing shortages, upgraded facility and security requirements, and plans for technology recapitalization; the process used to decide how initiatives are funded; a justification for the scope of the requests; and how CBP will negotiate and incorporate the ports’ involvement into the development of their capital management plan to allow for early identification and planning for future facility and security needs. The Committee encourages CBP to temporarily defer all current and future seaport facility requests until it has provided details on baseline service levels to each port operator and provides the Committee with estimates for future facility and security requirement upgrades and associated federally mandated technology.	Satisfied via a briefing on July 15, 2020
2020	8/3/20	House Report 116-180 Senate Report 116-125	p. 23 - Reporting Requirements.—CBP shall continue to follow the directives in the explanatory statement accompanying Public Law 116–6 related	(FY 2020 Report 1) Transmitted- February 16, 2021

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			<p>to the following, including the previously directed timeframes unless otherwise specified: (7) Checkpoint, transportation check, and roving patrol stop operations;</p> <p>p. 32 - Transportation Checks and Roving Enforcement.—The Committee directs CBP to collect and semiannually report to Congress data pertaining to USBP transportation and immigration checkpoints. The report shall exclude law enforcement sensitive information and include necessary redactions of all personal and identifying information about specific individuals. The report shall include, at a minimum, the following information: the total number of patrol stops made by CBP personnel during transportation checks; and a description of the boarding of public conveyances by CBP personnel at air, maritime, and land environments, including ports and terminals. Additionally, the report shall include the following information when an arrest is made: the total number of arrests by location; the total number of use-of-force incidents during an arrest by location; the citizenship status of any individual arrested; and the total amount of drugs, currency, and firearms seized as a result of transportation checks. The report shall also include the following information pertaining to immigration checkpoints: the location of all tactical and permanent checkpoints that were in operation for any period of time; the total number of arrests by location; the total number of use-of-force incidents during an arrest by location; the citizenship status of subjects stopped or arrested following secondary inspection at checkpoints; and the total amount of drugs, currency, and firearms seized at checkpoints.</p>	
2020	2/1/21	House Report 116-180 Senate Report 116-125	<p>p. 23 - Reporting Requirements.—CBP shall continue to follow the directives in the explanatory statement accompanying Public Law 116–6 related to the following, including the previously directed timeframes unless otherwise specified: (7) Checkpoint, transportation check, and roving patrol stop operations;</p>	(FY 2020 Report 2) Pending

			<p>p. 32 - Transportation Checks and Roving Enforcement.—The Committee directs CBP to collect and semiannually report to Congress data pertaining to USBP transportation and immigration checkpoints. The report shall exclude law enforcement sensitive information and include necessary redactions of all personal and identifying information about specific individuals. The report shall include, at a minimum, the following information: the total number of patrol stops made by CBP personnel during transportation checks; and a description of the boarding of public conveyances by CBP personnel at air, maritime, and land environments, including ports and terminals. Additionally, the report shall include the following information when an arrest is made: the total number of arrests by location; the total number of use-of-force incidents during an arrest by location; the citizenship status of any individual arrested; and the total amount of drugs, currency, and firearms seized as a result of transportation checks. The report shall also include the following information pertaining to immigration checkpoints: the location of all tactical and permanent checkpoints that were in operation for any period of time; the total number of arrests by location; the total number of use-of-force incidents during an arrest by location; the citizenship status of subjects stopped or arrested following secondary inspection at checkpoints; and the total amount of drugs, currency, and firearms seized at checkpoints.</p>	
2020	6/17/2020	Senate Report 116-125	<p>p. 33 - Sanitation and Waste Operations.—Not later than 180 days after the date of enactment of this act and annually thereafter, CBP shall submit a report to the Committee detailing efforts to protect agents and mitigate health impacts to personnel related to toxic cross-border flows.</p>	Transmitted- June 24, 2020
2020	3/19/2020	House Report 116-180	<p>p. 29 - U.S. Citizens Held in CBP Custody.—The Committee directs CBP to provide a detailed report within 90 days of the date of enactment of this Act on the number of U.S. citizens detained for more than 24 hours at POEs during the last two fiscal years. The report should include the ages of the</p>	Requirement was fulfilled directly with the Hill via OCA on July 22, 2020.

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			individuals detained, the length of detention, and the rationale for their detention.	
2020	3/19/2020	Senate Report 116-125	p. 42 - Unmanned Aerial Systems [UAS].—The Committee further directs CBP to report on any legal considerations associated with the use of contractors to conduct border surveillance missions on behalf of CBP within 90 days of the date of enactment of this act.	Transmitted- October 22, 2019
2020	1/19/2020	P.L. 116-93 Senate Report 116-125	p. 11 - Visa Overstays.—The Committee continues to make investments in immigration data improvements and in underlying IT capabilities that shall be applied to enhance information for operations, management needs, and the next overstay report. The Committee expects that the Department will provide the report on an annual basis. As previously required in the Joint Explanatory Statement accompanying the Consolidated Appropriations Act, 2019, the Department shall submit an updated report outlining its comprehensive strategy for overstay enforcement and deterrence not later than 180 days after the date of enactment of this act. The report shall detail the steps being taken to identify aliens who have overstayed their visas, including those necessary to improve the capabilities to report such information; notify aliens of their required departure dates in advance; track such overstays for enforcement action; refuse or revoke current and future visas and travel authorization; and otherwise deter violations or take enforcement action. The report shall also outline the conditions under which an alien is admitted to the United States for “duration of status” and assess changes to such admission, since the required departure requirement. The Department is directed to provide the Committee with a monthly report, which will be made public on the Department’s website, documenting when and where all family separations occur, the ages of all minors being separated from their family units, the nature of administrative or criminal charges filed against adult family members, as well as how often family units apprehended together are detained in ICE custody, referred to the	Transmitted- March 30, 2020

			Department of Health and Human Services Office of Refugee Resettlement [ORR], and/or deported separately. The report shall also detail plans on the reunification of family units.	
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U.S. Customs and Border Protection Authorized/Unauthorized Appropriations

Budget Activity (Dollars in Thousands)	Last year of Authorization	Authorized Level	Appropriation in Last Year of Authorization	FY 2022 President's Budget
	Fiscal Year	Amount	Amount	Amount
Operations and Support	N/A	N/A	N/A	\$13,426,809
Mission Support	N/A	N/A	N/A	\$1,923,717
Border Security Operations	N/A	N/A	N/A	\$5,167,878
Trade and Travel Operations	N/A	N/A	N/A	\$5,134,655
Integrated Operations	N/A	N/A	N/A	\$1,200,559
Procurement, Construction, and Improvements	N/A	N/A	N/A	\$925,780
Mission Support Assets & Infrastructure	N/A	N/A	N/A	\$27,610
Border Security Assets & Infrastructure	N/A	N/A	N/A	\$54,315
Trade and Travel Assets & Infrastructure	N/A	N/A	N/A	\$44,653
Integrated Operations Assets & Infrastructure	N/A	N/A	N/A	\$41,977
Construction and Facility Improvements	N/A	N/A	N/A	\$757,225
Total Direct Authorization/Appropriation	N/A	N/A	N/A	\$14,352,589
Fee Accounts	N/A	N/A	N/A	\$1,937,052

U.S. Customs and Border Protection Proposed Legislative Language

Operations and Support

For necessary expenses of U.S. Customs and Border Protection for operations and support, including the transportation of unaccompanied minor aliens; the provision of air and marine support to Federal, State, and local agencies in the enforcement or administration of laws enforced by the Department of Homeland Security; at the discretion of the Secretary of Homeland Security, the provision of such support to Federal, State, local, and international agencies in other law enforcement and emergency humanitarian efforts; the purchase and lease of up to 7,500 (6,500 for replacement only) police-type vehicles; the purchase, maintenance, or operation of marine vessels, aircraft and unmanned aerial systems; and contracting with individuals for personal services abroad; [\$12,908,923,000]\$13,426,809,000; of which \$3,274,000 shall be derived from the Harbor Maintenance Trust Fund for administrative expenses related to the collection of the Harbor Maintenance Fee pursuant to section 9505(e)(3) of the Internal Revenue Code of 1986 (26 U.S.C. 9505(e)(3)) and notwithstanding section 1511(e)(1) of the Homeland Security Act of 2002 (6 U.S.C. 551(e)(1)); of which \$500,000,000 shall be available until September 30, [2022]2023; and of which such sums as become available in the Customs User Fee Account, except sums subject to section 13031(f)(3) of the Consolidated Omnibus Budget Reconciliation Act of 1985 (19 U.S.C. 58c(f)(3)), shall be derived from that account: *Provided*, That not to exceed \$34,425 shall be for official reception and representation expenses; *Provided further*, That not to exceed \$150,000 shall be available for payment for rental space in connection with preclearance operations: *Provided further*, That not to exceed \$2,000,000 shall be for awards of compensation to informants, to be accounted for solely under the certificate of the Secretary of Homeland Security[: *Provided further*, That not to exceed \$5,000,000 may be transferred to the Bureau of Indian Affairs for the maintenance and repair of roads on Native American reservations used by the U.S. Border Patrol].

Language Provision	Explanation
[\$12,908,923,000]\$13,426,809,000	Dollar change only
[2022] 2023	Updated Period of Availability.
[: <i>Provided further</i> , That not to exceed \$5,000,000 may be transferred to the Bureau of Indian Affairs for the maintenance and repair of roads on Native American reservations used by the U.S. Border Patrol]	Recommend removal of this clause, as funding for Tribal Roads is not included in this President's Budget request.

Procurement, Construction, and Improvements

For necessary expenses for U.S. Customs and Border Protection for procurement, construction, and improvements, including procurements to buy marine vessels, aircraft, and unmanned aerial systems, [\$1,839,634,00] \$925,780,000, of which [\$322,235,000] \$168,555,000 shall remain available until September 30, [2023] 2024; [and of which \$1,517,399,000] \$102,225,000 shall remain available until September 30, [2025] 2026; and \$655,000,000 shall remain available until expended for land port of entry construction and modernization.

Language Provision	Explanation
[\$1,839,634,00] \$925,780,000	Dollar change only
[\$322,235,000] \$168,555,000	Dollar change only.
[2023] 2024	Updated period of availability.
\$102,225,000 [and of which \$1,517,399,000]	Dollar change only.
[2025] 2026	Updated period of availability.
and \$655,000,000 shall remain available until expended for land port of entry construction and modernization.	New clause to request no-year funding for LPOE construction and modernization.

Department of Homeland Security

U.S. Customs and Border Protection

Strategic Context



Fiscal Year 2022

Congressional Justification

U.S. Customs and Border Protection Strategic Context

Component Overview

United States Customs Border and Protection (CBP) is responsible for securing America's borders to protect the United States against threats and prevent the illegal entry of inadmissible persons and contraband, while facilitating lawful travel and trade.

The strategic context presents the performance budget by tying together programs with performance measures that gauge the delivery of results to our stakeholders. DHS has integrated a mission and mission support programmatic view into a significant portion of the Level 1 Program, Project, or Activities (PPAs) in the budget. A mission program is a group of activities acting together to accomplish a specific high-level outcome external to DHS, and includes operational processes, skills, technology, human capital, and other resources. Mission support programs are those that are cross-cutting in nature and support multiple mission programs. Performance measures associated with CBP's mission programs are presented in two measure sets, strategic and management measures. Strategic measures communicate results delivered for our agency mission and are considered our Government Performance and Results Act Modernization Act (GPRAMA) measures. Additional supporting measures, known as management measures, are displayed to enhance connections to resource requests. The measure tables indicate new measures and those being retired, along with historical data if available.

Border Security Operations: The Border Security Operations program is charged with securing America's Southwest, Northern, and certain Coastal borders. Through the coordinated use of the operational capabilities and assets of the U.S. Border Patrol, the program improves operational effectiveness by working across the Department to prevent terrorists and terrorist weapons, illegal border crossers, smugglers, narcotics, and other contraband from moving across the U.S. border.

Performance Goal: Secure the U.S. Border between the ports of entry.

Strategic Measures

Measure: Percent of people apprehended or encountered multiple times along the Southwest Border between ports of entry							
Description: This measure examines the percent of deportable individuals who have entered the U.S. illegally and been apprehended or encountered multiple times by the Border Patrol along the Southwest Border. It serves as an indicator of the potential impact of the Border Patrol's consequence delivery system to deter future illegal crossing activity into the U.S. The consequence delivery system divides border crossers into categories, ranging from first-time offenders to people with criminal records, and delivers a consequence for illegal crossing based on this information. Effective and efficient application of consequences for illegal border crossers should, over time, reduce overall recidivism. The measure factors in border crossing activity just within a twelve-month rolling period. Following an <i>Order Suspending Introduction Of Persons From A Country Where A Communicable Disease Exists</i> 85 Fed. Reg. 17,060, (Mar. 26, 2020, effective Mar. 20, 2020), including persons encountered by Border Patrol and expelled under Title 42 authority has substantially increased the number of persons counted by this measure.							
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Targets:	≤ 17.0%	≤ 17.0%	≤ 17.0%	≤ 15.0%	≤ 15.0%	≤ 20.0%	≤ 15.0%
Results:	12.3%	10.5%	10.8%	6.7%	25.9%	TBD	TBD

Measure: Percent of recurring border surveillance implemented in remote, low-risk areas between ports of entry							
Description: This measure represents the percentage of remote low risk areas along the land border that are covered by recurring surveillance that can detect possible illicit activity. Low risk areas are geographically remote parts of the border that also have historically had low levels of illegal activity. Recurring surveillance is achieved through geospatial capabilities that monitor these areas for potential illicit activity and provide information to CBP Office of Intelligence (OI) analysts who review the information and determine if a response is needed. The measure demonstrates the U.S. Border Patrol's (USBP) ability to maintain awareness of illicit activity without needing to have agents directly located in these remote areas. Sector Chiefs report which miles of the border are low risk to CBP's OI, who then works to deploy Geospatial Intelligence (GEOINT) capabilities in those areas.							
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Targets:	---	70.0%	93.0%	96.0%	100.0%	N/A	N/A
Results:	---	90.4%	99.0%	99.0%	100.0%	N/A	N/A

Measure: Percent of time the U.S. Border Patrol reaches a detection site in a timely manner to assess the nature of detected activity in remote, low-risk areas of the Southwest and Northern Borders							
Description: This measure gauges the percent of time agents reach remote low-risk areas to assess notifications of potential illegal activity and make a determination of the nature of this activity. The goal is for Border Patrol Agents to respond to these notifications in remote low risk areas within 24 hours. If not accomplished in a timely fashion, the evidence degrades and determinations cannot be made regarding the nature of the potentially illicit activity. Responding to notifications of activity provides valuable information in terms of both the nature of the detected activity, as well as with confirming whether or not the area continues to be low risk. This measure contributes to our situational awareness and ability to secure the border.							
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Targets:	---	95.0%	96.0%	95.0%	95.0%	95.0%	95.0%
Results:	---	96.4%	92.2%	95.6%	95.3%	TBD	TBD

Measure: Rate of interdiction effectiveness along the Southwest Border between ports of entry							
Description: This measure reports the percent of detected illegal entrants who were apprehended under Title 8, encountered under Title 42, and those who were turned back after illegally entering the United States between ports of entry along the Southwest Border. The rate compares the number of apprehensions, encounters, and turn backs to the total estimate of illegal entrants that includes these three groups and also those who got away without being apprehended. Border Patrol achieves desired results by maximizing the apprehension of detected illegal entrants, confirming that illegal entrants return to the country from which they entered, and by minimizing the number of persons who evade apprehension and can no longer be pursued (a Got-Away in border zones or a No Arrest in non-border zones). This measure is a key indicator of the Border Patrol's law enforcement and resolution impact, a key component of the Operational Control framework.							
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Targets:	81.0%	81.0%	81.0%	81.0%	81.0%	81.0%	81.0%
Results:	82.7%	78.9%	79.7%	86.3%	79.4%	TBD	TBD

Management Measures

Measure: Average number of repeat apprehensions or encounters for persons along the Southwest Border between ports of entry							
Description: This measure reports the average number of apprehensions under Title 8 and encounters under Title 42 for deportable individuals who have been apprehended multiple times by the U.S. Border Patrol over a twelve-month rolling period. This average provides an indicator of whether factors such as the consequence delivery system are driving down the number of attempts of those to illegally cross into the U.S. within the nine sectors of the Southwest Border. Effective and efficient application of consequences for illegal border crossers should, over time, reduce the average number of apprehensions and encounters and reduce overall recidivism. Following an <i>Order Suspending Introduction Of Persons From A Country Where A Communicable Disease Exists</i> 85 Fed. Reg. 17,060, (Mar. 26, 2020, effective Mar. 20, 2020), including persons encountered by Border Patrol and expelled under Title 42 authority has substantially increased the number of persons counted by this measure.							
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Targets:	≤ 2.42	≤ 2.42	≤ 2.42	≤ 2.42	≤ 2.42	≤ 3.00	≤ 3.00
Results:	2.37	2.36	2.33	2.31	2.91	TBD	TBD

Measure: Number of joint operations conducted along the Northern Border by Border Patrol Agents and Canadian law enforcement partners							
Description: This measure tracks the number of initiated joint operations formalized in Operations Orders, which define levels of participation and dedication of resources for U.S. and Canadian partners. All Category 1, 2, or 3 operations, initiated with Canadian law enforcement agencies as partners, involving any one of the program's eight Northern Border sectors--Blaine, Spokane, Havre, Grand Forks, Detroit, Buffalo, Swanton, and Houlton are included. These bilateral law enforcement efforts between Customs and Border Protection and Canadian law enforcement partners at federal, provincial, territorial, and municipal (local) levels enhance both countries' ability to ensure legal trade and travel, while mitigating border security threats, including illicit activity by criminal organizations and other bad actors.							
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Targets:	24	24	24	20	20	20	20
Results:	22	18	26	26	21	TBD	TBD

Measure: Number of joint operations conducted along the Southwest Border by Border Patrol Agents and Mexican law enforcement partners							
Description: This measure tracks the number of initiated joint operations formalized in Operations Orders, which define levels of participation and dedication of resources for U.S. and Mexican partners. All Category 1, 2, or 3 operations, initiated with Mexican law enforcement agencies as partners, involving any one of the program's nine Southwest Border sectors--San Diego, El Centro, Yuma, Tucson, El Paso, Marfa, Del Rio, Laredo, and Rio Grande Valley are included. These bilateral law enforcement efforts between Customs and Border Protection and Mexican law enforcement partners at federal, state, and municipal (local) levels enhance both countries' ability to ensure legal trade and travel, while mitigating border security threats, including illicit activity by criminal organizations and other bad actors.							
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Targets:	20	20	20	20	20	20	20
Results:	16	20	43	39	23	TBD	TBD

Measure: Percent of U.S. Border Patrol agents who are trained and certified to perform enforcement actions							
Description: The measure assesses training readiness of U.S. Border Patrol agents. Agents complete extensive Academy Basic Training and are required throughout their career to maintain time-limited certifications in areas such as Firearms Proficiency, Intermediate Use of Force, and Use of Force Policy. In addition, because each sector has a unique climate, terrain, and operational environment, each sector has differing region-specific training requirements. These specialties include handling canines, counter-tunnel operations, horse patrol, All-Terrain-Vehicle (ATV), radiation detection, and snowmobile training. As agent numbers fluctuate, fully trained, deployable agents can mitigate agent-hiring shortfalls. Increasing agents' levels of basic and advanced training enhances the capability to perform mission-essential, law enforcement tasks.							
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Targets:	---	92%	94%	94%	94%	94%	94%
Results:	---	98%	96%	94%	96%	TBD	TBD

Measure: Percent of U.S. Border Patrol equipment assessed as mission ready to support law enforcement operations							
Description: The measure assesses readiness of equipment used daily in law-enforcement operations between ports of entry for three categories of equipment-- Agent Support, Vehicles/Mobility, and Surveillance. Agent supports include hand-held radios, pistols, personal radiation-detection devices, and canines. Vehicles and mobility supports include off-road patrol vehicles, road patrol vehicles, all-terrain vehicles, and snowmobiles. Surveillance resources include integrated fixed towers, mobile video-surveillance systems, remote video-surveillance systems, and low-light visual gear. Information about the availability of required equipment in useful condition enhances the program's ability to perform law enforcement tasks.							
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Targets:	---	---	90%	91%	91%	92%	93%
Results:	---	---	96%	97%	98%	TBD	TBD

Integrated Operations: The Integrated Operations program employs aircraft and vessels in detection and interdiction roles, including support to the Border Patrol's detection and interdiction roles, International Affairs support, intelligence and information sharing for operations and investigations; and overall operations support for systems, training, firearms, and credentialing.

Performance Goal: Sustain domain awareness through command and control, coordination, information and situational awareness.

Strategic Measures

Measure: Percent of detected conventional aircraft incursions resolved along all borders of the United States							
Description: The measure represents the percent of conventional aircraft detected visually or by sensor technology, suspected of illegal cross border activity, which are brought to a successful resolution. Resolution of the incursion is accomplished by the Air and Marine Operations Center (AMOC) working with federal, state, and local partners. The incursion is considered resolved when one of the following has occurred: 1) law enforcement action has been taken for criminal violations; 2) appropriate regulatory or administrative action has been taken for non-criminal violations; or 3) the aircraft did not land or otherwise display unlawful conduct while in the United States, was continuously visually or electronically monitored while over the United States, and has exited U.S. airspace and is no longer a threat to national security.							
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Targets:	100.0%	98.5%	98.5%	98.5%	98.5%	98.5%	98.5%
Results:	99.7%	97.9%	100.0%	99.1%	100.0%	TBD	TBD

Management Measure

Measure: Air mission launch rate							
Description: This measure captures the percent of all requests made for aircraft to which the program could respond, absent gaps in available assets and crew. Capacity to launch aircraft when stakeholders request an aerial response is a core program capability. Requests for aerial response received by an AMO operational location for either planned or unplanned missions is entered into a database, followed by the result of the request. If the mission is flown, it is counted as a launch, and if the mission is not fulfilled, it is counted as a no launch. No launches may be impacted by asset maintenance, capability, other higher priority missions, or unavailable crew. This measure provides a readiness indicator and helps to identify potential problems requiring correction.							
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Targets:	83%	83%	83%	83%	83%	83%	83%
Results:	83%	82%	83%	85%	89%	TBD	TBD

Trade Operations: The Trade Operations program is committed to protecting national economic security by enforcing U.S. trade laws. The program uses its trade enforcement operational approach and its authorities to combat trade fraud by detecting high-risk activity, deterring non-compliance, and disrupting fraudulent behavior. The program includes a multilayered system of people, technology, intelligence, risk information, targeting, international cooperation, and expanded shipper vetting that provides greater flexibility and capacity to accomplish these functions prior to arrival at the U.S. border. The program is also one of the largest fee collectors in the federal government based on imported goods.

Performance Goal: Facilitate legitimate trade, enforce trade laws, and protect the American economy to ensure consumer safety and create a level playing field for American businesses.

Strategic Measures

Measure: Percent of cargo by value imported to the United States by participants in CBP trade partnership programs							
Description: This measure reports all cargo imported to the United States through CBP trade partnership programs as a share of the total value of all cargo imported. Partnership programs include both the Customs Trade Partnership against Terrorism (CTPAT) and the Importer Self-Assessment (ISA) program. CBP works with the trade community through these voluntary public-private partnership programs to adopt tighter security measures throughout their international supply chain in exchange for benefits, such as a reduced number of inspections, shorter wait times at the border, and/or assignment of a Supply Chain Security Specialist to a partner firm. Trade partnership programs enhance the security of the supply chain by intercepting potential threats before the border while expediting legal trade.							
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Targets:	53.0%	53.0%	53.0%	53.0%	53.0%	53.0%	53.0%
Results:	53.0%	53.1%	53.3%	53.0%	52.0%	TBD	TBD

Measure: Percent of import revenue successfully collected							
Description: This measure estimates amounts collected in duties, taxes, and fees expressed as a percent of all collectible revenue due from commercial imports to the U.S. directed by trade laws, regulations, and agreements. Specifically, this measure estimates the frequency of net under-collection of revenue during a given quarter and subtracts this estimated under-collection from all revenue formally owed from all import transaction types involving antidumping- or countervailing-duty (AD/CVD) payments—i.e. 100 percent--resulting in a percent of import revenue successfully collected. The proactive and strict enforcement of U.S. trade laws protects national economic security, facilitates fair trade, supports the health and safety of the American people, and ensures a level playing field for U.S. industry.							
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Targets:	100.00%	100.00%	100.00%	99.00%	99.00%	99.00%	99.00%
Results:	99.06%	99.05%	99.44%	99.11%	99.62%	TBD	TBD

Measure: Percent of imports compliant with U.S. trade laws							
Description: This measure gauges the results of an annual CBP review of imports into the U.S., which assesses imports' compliance with U.S. trade laws, including laws related to customs revenue. CBP's Trade Compliance Measurement (TCM) program covers a population of all consumption and anti-dumping/countervailing duty (AD/CVD) transaction types, reporting the share of all transactions free from major discrepancies, excluding informal entries, excluding non-electronic informal entries comprising about 15 percent of entries. Reviewing transactions to ensure that imports remain legally compliant and free of major discrepancies facilitates lawful trade flows.							
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Targets:	97.50%	97.50%	97.50%	97.50%	97.50%	97.50%	97.50%
Results:	99.18%	99.38%	98.72%	98.37%	98.37%	TBD	TBD

Measure: Percent of inbound cargo identified as potentially high-risk that is assessed or scanned prior to departure or at arrival at a U.S. port of entry							
Description: This measure reports the percent of international cargo coming to the U.S. via air, land, and sea, which CBP identified as potentially high-risk and then assessed or scanned prior to departure from a foreign port of origin or upon arrival at a U.S. port of entry to address security concerns. CBP assesses risk associated with a particular cargo shipment using information technology (IT) systems. Shipments include a wide range of cargo, from international mail to a palletized commercial shipment of packaged items. An automated system check flags a shipment as potentially high-risk when information meets specified criteria, which triggers actions in the field such as assessing or scanning of potentially high-risk shipments. Assessing, resolving, and scanning potentially high-risk cargo prior to departure from ports of origin or upon arrival at ports of entry ensures public safety and minimizes impacts on trade through effective use of risk-focused targeting.							
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Targets:	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
Results:	99.28%	99.50%	97.88%	98.20%	100.00%	TBD	TBD

Management Measures

Measure: Compliance rate for Customs-Trade Partnership Against Terrorism (CTPAT) members with the established CTPAT security guidelines							
Description: This measure reports the overall compliance rate with established minimum security criteria during initial and periodic validations of Customs Trade Partnership against Terrorism (CTPAT) members' supply chain security procedures. CTPAT Supply Chain Security Specialists and the CTPAT participant jointly conduct a validation visit assessing the participant's import supply chain security procedures to determine if procedures in place meet current guidelines or criteria, make recommendations, and recognize best practices. Validations may be initiated based on: security related anomalies, strategic threat posed by geographic regions, other risk related information, or strategic import volume. Companies assessed as compliant meet minimum criteria for continued participation in CTPAT. Failure to meet specified criteria results in companies' suspension or removal from CTPAT. Compliance by the trade community with security guidelines enhances the security of cargo shipped to the U.S.							
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Targets:	94.0%	94.0%	94.0%	94.0%	95.0%	95.5%	96.0%
Results:	98.8%	96.0%	96.8%	97.5%	98.6%	TBD	TBD

Measure: Cost savings benefit for Customs-Trade Partnership Against Terrorism members (in millions)							
Description: This measure reports estimated cost savings across the air, rail, land, and sea modes attributable to waived cargo examinations achieved during a given reporting period by companies participating in the Customs Trade Partnership Against Terrorism (CTPAT). CTPAT provides a suite of capabilities to facilitate compliance with laws and rules including the Automated Targeting System, which reviews bill and entry data pertaining to cargo destined for a U.S. port of entry to assess the security risk associated with each shipment. Compliance with CTPAT's minimum criteria for supply-chain security allows Partners access to streamlined business processes and reduced inspection-related delays, which reduce operating costs and enhances the security of cargo shipped to the U.S.							
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Targets:	---	---	\$60	\$60	\$60	\$60	\$60
Results:	---	---	\$65	\$63	\$70	TBD	TBD

Measure: Monetary savings realized by the trade community from implementation of new capability in the Automated Commercial Environment Information Technology System (in millions)							
Description: This trade facilitation measure estimates monetary savings to the trade community based on the incremental savings per transaction from using capabilities in the Automated Commercial Environment (ACE) system. Surveys are administered to the Trade community to develop estimates of cost savings per transaction for each transaction type, based on the Automated Commercial Environment's capabilities including the Periodic Monthly Statement Processing, Periodic Monthly Statement Interest, Truck Primary Processing Time, Post Summary Correction, Export Licenses, eBonds, Census Warning Override, Protests, Quota, Export Data Submission and Eliminate Paper 7501. The total savings is determined by multiplying the per-transaction estimate for each capability by the number of transactions for each ACE capability. The sum of all these transactions is the result. Automating these activities increases businesses' estimated savings from participating in ACE.							
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Targets:	---	---	\$40	\$140	\$420	\$460	\$460
Results:	---	---	\$36	\$225	\$566	TBD	TBD

Measure: Number of shipments seized as a result of intellectual property rights violations							
Description: This trade measure counts the number of seizures made by CBP and U.S. Immigration and Customs Enforcement (ICE) for Intellectual Property Rights (IPR) violations. The term 'shipment' includes a wide range of cases, from an individual traveler in possession of one item, to international mail, and palletized commercial shipments of large quantities of items violating IPR. CBP seizures generally occur at or near a port of entry, while ICE seizures generally result from domestic and international customs-enforcement activities by Homeland Security Investigations. IPR infringement undermines the economic vitality of the United States by reducing the competitiveness of U.S. industry, threatens national security due to infiltration of counterfeit parts in the supply chain for defense systems and other critical infrastructure, and poses risks to the health and safety of consumers. CBP and ICE contribute to U.S. national and economic security by seizing these countified goods.							
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Targets:	28,000	29,000	29,000	29,000	29,000	25,500	29,000
Results:	31,539	34,134	33,722	27,588	26,490	TBD	TBD

Measure: Total value of Intellectual Property Rights seizures (in billions)							
Description: This measure reports the percent of international cargo coming to the U.S. via air, land, and sea, which CBP identified as potentially high-risk and then assessed or scanned prior to departure from a foreign port of origin or upon arrival at a U.S. port of entry to address security concerns. CBP assesses risk associated with a particular cargo shipment using information technology (IT) systems. Shipments include a wide range of cargo, from international mail to a palletized commercial shipment of packaged items. An automated system check flags a shipment as potentially high-risk when information meets specified criteria, which triggers actions in the field such as assessing or scanning of potentially high-risk shipments. Assessing, resolving, and scanning potentially high-risk cargo prior to departure from ports of origin or upon arrival at ports of entry ensures public safety and minimizes impacts on trade through effective use of risk-focused targeting.							
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Targets:	---	---	---	\$1.30	\$1.30	\$1.05	\$1.05
Results:	---	---	---	\$1.55	\$1.31	TBD	TBD

Travel Operations: The Travel Operations program welcomes international travelers into the U.S. through screening both foreign visitors and returning U.S. citizens. The program uses a variety of techniques to assure that global tourism remains safe and strong. It works to intercept potential threats in foreign ports before boarding transportation bound for the U.S. before they can cause harm. Its Trusted Traveler Programs provide expedited travel for pre-approved, low-risk travelers through dedicated lanes and kiosks. It also coordinates with the travel industry regarding specific procedures and regulations that must be followed when processing crew and passengers arriving or departing from the U.S. It is constantly seeking new ways to innovate such as the use of biometrics and facial recognition to expedite the travelers' experience.

Performance Goal: Enhance the security of international travel through a variety of processes and technologies to intercept potential threats while also expediting legal travel.

Strategic Measures

Measure: Percent of Global Entry members with no security-related violations							
Description: This measure calculates the percent of Global Entry (GE) members who are found to have no violations that would provide a legitimate reason to suspend or revoke a person's GE membership during the course of the fiscal year. CBP checks all GE members against major law enforcement databases every 24 hours. The measure demonstrates the effectiveness of the GE trusted traveler program at correctly identifying low-risk travelers and quickly incorporating any changes in traveler risk-status that result in suspension or removal to ensure that all active GE members meet required security protocols at all times.							
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Targets:	---	99.5%	99.5%	99.5%	99.5%	99.5%	99.5%
Results:	---	99.9%	99.8%	99.9%	99.7%	TBD	TBD

Measure: Percent of international air passengers compliant with all federal, state, and local laws and regulations							
Description: This measure reports the percent of international air passengers processed at ports of entry and assessed by CBP as compliant with all applicable federal, state, and local laws and regulations. Laws and regulations include those authorizing direct CBP jurisdiction, such as agriculture, immigration, and customs and those authorizing CBP enforcement responsibility, including pharmaceutical regulations from the Food and Drug Administration; state alcohol and cigarette laws; and warrants issued at the federal, state, and local levels. Inspecting air passengers for compliance with various agricultural, immigration, and customs laws and regulations enhances the security of trade and travel by intercepting potential threats before entry to the United States.							
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Targets:	98.0%	98.0%	98.0%	98.0%	98.0%	N/A*	98.0%
Results:	98.3%	99.5%	98.5%	98.4%	98.3%	N/A	N/A

* This measure has been suspended due to complexities of data collection caused by COVID-19. The program plans to resume data reporting in FY22, and targets and data will resume assuming no unexpected events with the public health situation.

Measure: Percent of privately owned vehicle passengers compliant with all federal, state, and local laws and regulations							
Description: This measure reports the percent of passengers in privately owned vehicles (POVs) processed at land ports of entry and assessed by CBP as compliant with all applicable federal, state, and local laws and regulations. Laws and regulations include those authorizing direct CBP jurisdiction, such as agriculture, immigration, and customs, and those authorizing CBP enforcement responsibility, such as pharmaceutical regulations from the Food and Drug Administration; health and safety alerts from the Centers for Disease Control; and requirements to confiscate alcoholic beverages from minors on behalf of state authorities. Inspecting passengers in privately owned vehicles in for compliance with various agricultural, immigration, and customs laws and regulations enhances the security of trade and travel by intercepting potential threats before entry to the United States.							
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Targets:	99.5%	99.5%	99.5%	99.5%	99.5%	N/A*	99.5%
Results:	99.7%	99.3%	99.4%	99.4%	99.4%	N/A	N/A

* This measure has been suspended due to complexities of data collection caused by COVID-19. The program plans to resume data reporting in FY22, and targets and data will resume assuming no unexpected events with the public health situation.

Management Measures

Measure: Amount of smuggled outbound currency seized at the ports of entry (in millions)							
Description: This measure provides the total dollar amount of all currency in millions seized during outbound inspection of exiting passengers and vehicles, both privately-owned and commercial.							
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Targets:	\$30.0	\$30.0	\$30.0	\$30.0	\$30.0	\$30.0	\$32.0
Results:	\$28.9	\$39.0	\$38.7	\$32.4	\$66.6	TBD	TBD

Measure: Number of smuggled outbound weapons seized at the ports of entry							
Description: This measure provides the total number of illegal weapons seized during outbound inspection of exiting passengers and vehicles, both privately-owned and commercial. Weapons are defined as pistols, rifle-shotgun combinations, rifles, revolvers, shotguns, disguised weapons, machine guns, submachine guns or machine pistols. Seizing weapons being smuggled for criminal purposes strengthens border security by preventing the movement of assault weapons and ammunition.							
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Targets:	400	400	400	400	400	650	650
Results:	661	421	686	1,095	1,474	TBD	TBD

Measure: Percent of border vehicle passengers in compliance with agricultural quarantine regulations							
Description: The measure shows the U.S Customs and Border Protection's (CBP) success at maintaining a high level of security in the land border environment by measuring the degree of compliance with U.S. Department of Agriculture (USDA) agricultural quarantine regulations and other mandatory agricultural product restrictions.							
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Targets:	95.5%	95.5%	95.5%	95.5%	95.5%	N/A*	95.5%
Results:	97.1%	97.3%	95.9%	95.7%	95.6%	N/A	N/A

* This measure has been suspended due to complexities of data collection caused by COVID-19. The program plans to resume data reporting in FY22, and targets and data will resume assuming no unexpected events with the public health situation.

Measure: Percent of international air passengers in compliance with agricultural quarantine regulations							
Description: The measure shows the U.S. Customs and Border Protection's (CBP) success at maintaining a high level of security in the international air environment by measuring the degree of compliance with U.S. Department of Agriculture (USDA) agricultural quarantine regulations and other mandatory agricultural product restrictions by international air passengers.							
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Targets:	95.5%	95.5%	95.5%	95.5%	95.5%	N/A*	95.5%
Results:	99.6%	96.5%	98.4%	96.6%	96.6%	N/A	N/A

* This measure has been suspended due to complexities of data collection caused by COVID-19. The program plans to resume data reporting in FY22, and targets and data will resume assuming no unexpected events with the public health situation.

Measure: Percent reduction of processing and wait times for members of Global Entry and other Trusted Traveler programs compared to non-members							
Description: This measure highlights the benefit of membership in Global Entry and other Trusted Traveler programs by demonstrating the reduction in delays (processing and wait times) experienced by Global Entry and other trusted program members when entering the U.S. in comparison to regular travelers.							
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Targets:	70%	70%	70%	65%	60%	70%	70%
Results:	81%	71%	71%	78%	76%	TBD	TBD

Department of Homeland Security

U.S. Customs and Border Protection

Operations and Support



Fiscal Year 2022

Congressional Justification

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AILA Doc. No. 21060236. (Posted 6/2/21)

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Operations and Support

Budget Comparison and Adjustments

Comparison of Budget Authority and Request

(Dollars in Thousands)

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Mission Support	4,802	4,791	\$1,858,705	4,806	4,798	\$1,879,037	5,133	4,939	\$1,923,717	327	141	\$44,680
Border Security Operations	21,699	21,549	\$4,715,544	21,999	21,699	\$4,869,433	22,224	22,013	\$5,167,878	225	314	\$298,445
Trade and Travel Operations	20,997	20,542	\$4,789,033	20,786	20,438	\$4,969,056	20,937	20,615	\$5,134,655	151	177	\$165,599
Integrated Operations	2,602	2,587	\$1,169,117	2,620	2,614	\$1,191,397	2,608	2,607	\$1,200,559	(12)	(7)	\$9,162
Total	50,100	49,469	\$12,532,399	50,211	49,549	\$12,908,923	50,902	50,174	\$13,426,809	691	625	\$517,886
Subtotal Discretionary - Appropriation	50,100	49,469	\$12,532,399	50,211	49,549	\$12,908,923	50,902	50,174	\$13,426,809	691	625	\$517,886

The CBP O&S appropriation provides resources necessary to help CBP protect the homeland. The primary resource drivers are the salaries and benefits of CBP operational and mission support personnel. The balance of this appropriation is comprised of the operations and maintenance (O&M) costs necessary to sustain the daily effectiveness of CBP equipment and facilities.

The appropriation is broken out into the following Programs, Projects, and Activities (PPAs):

Mission Support: Provides funding for enterprise leadership, management, and business administrative services that sustain the day-to-day back office operations. Key capabilities include managing the agency's performance, finances, workforce, physical and personnel security, acquisition of goods and services, information technology, property and assets, communications, legal affairs, and administration.

Border Security Operations: Provides funding to secure America's southern, northern, and certain coastal borders. Through the coordinated use of operational capabilities and assets of the U.S. Border Patrol (USBP) and Air and Marine Operations (AMO), CBP prevents terrorists and terrorist weapons, undocumented migrants, smugglers, narcotics, and other contraband from moving across the U.S. borders.

Trade and Travel Operations: Provides funding that allows the Department to better intercept potential threats at U.S. ports of entry (POEs) before they can cause harm while expediting legal trade and travel. The program includes a multi-layered system of people, technology, intelligence, risk information, targeting, international cooperation, and expanded shipper and traveler vetting that provides greater flexibility and capacity to accomplish these functions prior to arrival at the U.S. border.

Integrated Operations: Supports multiple mission programs through the sustainment of command and control, coordination, information sharing, and situational awareness. Also supports occupational health and safety.

Operations and Support Budget Authority and Obligations

(Dollars in Thousands)

	FY 2020	FY 2021	FY 2022
Enacted/Request	\$12,532,399	\$12,908,923	\$13,426,809
Carryover - Start of Year	\$308,521	\$114,992	-
Recoveries	\$65,860	\$9,242	-
Rescissions to Current Year/Budget Year	(\$91,269)	(\$431)	-
Net Sequestered Resources	-	-	-
Reprogramming/Transfers	\$61,124	\$3,705	-
Supplementals	\$203,000	-	-
Total Budget Authority	\$13,079,635	\$13,036,431	\$13,426,809
Collections - Reimbursable Resources	\$291,438	\$292,023	\$292,023
Collections - Other Sources	-	-	-
Total Budget Resources	\$13,371,073	\$13,328,454	\$13,718,832
Obligations (Actual/Estimates/Projections)	\$12,543,025	\$13,328,454	\$13,656,511
Personnel: Positions and FTE			
Enacted/Request Positions	50,100	50,211	50,902
Enacted/Request FTE	49,469	49,549	50,174
Onboard and Actual FTE			
Onboard (Actual/Estimates/Projections)	50,818	49,997	50,892
FTE (Actual/Estimates/Projections)	50,095	49,667	50,158

Table includes slight errors due to a difference between when execution data was pulled - please reference budget appendix for correct figures.

\$840M in supplemental appropriations were included in the Consolidated Appropriations Act, 2021 to support activities associated with customs and immigration inspections. The funding is displayed in the COBRA Customs Fee and IIUF chapters.

Operations and Support
Collections – Reimbursable Resources
(Dollars in Thousands)

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
CIS I-193	21	21	\$3,450	21	21	\$3,480	21	21	\$3,480
Department of Agriculture	8	8	\$3,910	8	8	\$3,910	8	8	\$3,910
Department of Defense	2	2	\$948	2	2	\$948	2	2	\$948
Department of Defense - Navy, Marine Corps	-	-	\$19,711	-	-	\$19,711	-	-	\$19,711
Department of Energy	-	-	\$482	-	-	\$482	-	-	\$482
Department of Homeland Security - Countering Weapons of Mass Destruction	-	-	\$905	-	-	\$905	-	-	\$905
Department of Homeland Security - Federal Emergency Management Agency	15	15	\$28,076	15	15	\$28,076	15	15	\$28,076
Department of Homeland Security - Federal Law Enforcement Training Centers	-	-	\$174	-	-	\$174	-	-	\$174
Department of Homeland Security - Management Directorate	-	-	\$66	-	-	\$621	-	-	\$621
Department of Homeland Security - Science and Technology	-	-	\$1,239	-	-	\$1,239	-	-	\$1,239
Department of Homeland Security - Transportation Security Administration	-	-	\$4,347	-	-	\$4,347	-	-	\$4,347
Department of Homeland Security - U.S. Immigration and Customs Enforcement	-	-	\$4,235	-	-	\$4,235	-	-	\$4,235
Department of Homeland Security - United States Coast Guard	-	-	\$9,700	-	-	\$9,700	-	-	\$9,700
Department of Justice	-	-	\$75	-	-	\$75	-	-	\$75
Department of Labor	-	-	\$6	-	-	\$6	-	-	\$6
Department of State	10	10	\$28,792	10	10	\$28,792	10	10	\$28,792
Department of Treasury	-	-	\$1	-	-	\$1	-	-	\$1
Forfeiture Fund	90	90	\$43,924	90	90	\$43,924	90	90	\$43,924
General Services Administration - General Activities	-	-	\$3,442	-	-	\$3,442	-	-	\$3,442
Office of Personnel Management	31	31	\$4,995	31	31	\$4,995	31	31	\$4,995
Other Independent Agencies	14	14	\$111,005	14	14	\$111,005	14	14	\$111,005
Postal Service	-	-	\$468	-	-	\$468	-	-	\$468
Small Business Administration	-	-	\$9	-	-	\$9	-	-	\$9
Environmental Protection Agency	-	-	\$75	-	-	\$75	-	-	\$75
International Assistance Programs - Agency for International Development	-	-	\$963	-	-	\$963	-	-	\$963
Reimbursable Agricultural Overtime	24	24	\$6,903	24	24	\$6,903	24	24	\$6,903
Reimbursable Overtime	-	-	\$105	-	-	\$105	-	-	\$105

U.S. Customs and Border Protection**Operations and Support**

Virgin Islands Deposit Fund	44	44	\$13,110	44	44	\$13,110	44	44	\$13,110
Department of Homeland Security - Cybersecurity and Infrastructure Security Agency	-	-	\$322	-	-	\$322	-	-	\$322
Total Collections	259	259	\$291,438	259	259	\$292,023	259	259	\$292,023

Operations and Support

Summary of Budget Changes

(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	50,100	49,469	\$12,532,399
FY 2021 Enacted	50,211	49,549	\$12,908,923
FY 2022 Base Budget	50,211	49,549	\$12,908,923
Technical Adjustment	207	199	-
Total Technical Changes	207	199	-
Total Transfers	-	-	-
Civilian Pay Raise Total	-	-	\$179,389
Annualization of Prior Year Pay Raise	-	-	\$88,222
FERS Adjustment	-	-	\$82,677
FPS Fee Adjustment	-	-	\$4,947
Adjustments for Rent-Related Expenses	-	-	(\$18,797)
Annualization of Advanced Trade Analytics Platform	-	1	\$396
Annualization of FY 2021 Processing Coordinators	-	150	\$16,503
Annualization of Laboratory Personnel	-	6	\$382
Annualization of Regulatory Reform Hiring	-	1	\$217
Annualization of Trade Agreement, Remedies & Enforcement Personnel	-	25	\$2,510
Automated Commercial Environment	-	-	\$919
Civilian Pay Raise Offset	-	-	(\$2,570)
Correct CBP Base Pay	-	-	\$29,825
Delay in Hiring	-	-	(\$33,080)
FY 2022 Pay Raise for Fee Funded Positions	-	-	\$23,069
Integrated Fixed Towers	-	-	\$1,587
Non-Recur 9mm Weapons Transition	-	-	(\$326)
Non-Recur Acquisition Inflation	-	-	(\$2,440)
Non-Recur Adjustment to Map to Request	-	-	(\$15,184)
Non-Recur Air and Marine Operations Center	-	-	(\$2,822)

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Non-Recur AMO Training	-	-	(\$469)
Non-Recur Body Worn Cameras	-	-	(\$14,044)
Non-Recur Cameras for BSDP	-	-	(\$20,000)
Non-Recur Carrizo Cane Eradication	-	-	(\$4,000)
Non-Recur Child and Backup Care	-	-	(\$742)
Non-Recur Cloud Migration	-	-	(\$10,516)
Non-Recur COSS Transformation Initiative	-	-	(\$900)
Non-Recur HRM Recruitment/Applicant Processing	-	-	(\$10,000)
Non-Recur Innovative Technology	-	-	(\$25,000)
Non-Recur Medium Lift Helicopter	-	-	(\$258)
Non-Recur National Vetting Center	-	-	(\$3,790)
Non-Recur of FY21 Processing Coordinators	-	-	(\$21,000)
Non-Recur of Program Increase	-	-	(\$823)
Non-Recur OFO Facilities	-	-	(\$14,775)
Non-Recur P-3 Aircraft Technology Refresh	-	-	(\$20)
Non-Recur Regulatory Reform Hiring	-	-	(\$15)
Non-Recur Rescue Beacons	-	-	(\$2,000)
Non-Recur Tethered Aerostat Radar System	-	-	(\$75)
Non-Recur Tribal Border Roads	-	-	(\$5,000)
Overseas Support Costs	-	-	(\$214)
Total Pricing Changes	-	183	\$221,783
Total Adjustments-to-Base	207	382	\$221,783
FY 2022 Current Services	50,418	49,931	\$13,130,706
Agent Portable Surveillance System	-	-	(\$1,240)
Border Enforcement Coordination Network	-	-	\$10,502
Border Patrol Enforcement Systems	-	-	(\$11,812)
Border Patrol Processing Coordinators	125	63	\$9,147
Building Government Acquisition Capability	6	3	-
De-Commissioning of JTF-W	-	-	(\$500)
Enterprise Services Support Contracts	-	-	\$4,860

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Facilities Maintenance	-	-	(\$11,068)
HRM Resilience/Suicide Prevention Clinicians	-	-	\$2,100
Land Port of Entry Furniture, Fixtures and Equipment	-	-	\$12,449
Medical Contract	-	-	\$163,200
National Vetting Center Increase	-	-	\$14,000
Non-Intrusive Inspection Systems	-	-	\$15,000
Office of Professional Responsibility Special Agents	350	175	\$74,340
Office of Training and Development Relocations	-	-	(\$1,723)
Operational Mobility Program	-	-	(\$14,500)
Overseas Personnel	3	2	\$1,671
Remote Surveillance	-	-	(\$4,242)
Remote Video Surveillance System	-	-	(\$5,909)
Rescue Beacons	-	-	\$1,500
Seized Currency and Asset Tracking (O&M)	-	-	\$6,000
Systems, Applications and Products Governance Risk Compliance Tool	-	-	\$1,000
TACCOM Modernization	-	-	(\$10,000)
Training	-	-	\$10,228
Transportation Program	-	-	\$31,100
Total Program Changes	484	243	\$296,103
FY 2022 Request	50,902	50,174	\$13,426,809
FY 2021 TO FY 2022 Change	691	625	\$517,886

Baseline Technical Adjustment: This technical adjustment reflects onboard positions that are funded in CBP's base but not reflected in the FY 2021 Enactment.

Operations and Support

Justification of Transfers

(Dollars in Thousands)

	FY 2022 President's Budget		
	Positions	FTE	Amount
Transfer 1 - Realignment for Laboratories and Scientific Services Directorate	-	-	-
Mission Support	(1)	(1)	(\$178)
Enterprise Services	(1)	(1)	(\$178)
Integrated Operations	1	1	\$178
Operations Support	1	1	\$178
Transfer 2 - Realignment for the Commissioner	-	-	-
Mission Support	-	-	-
Enterprise Services	(6)	(6)	(\$1,114)
Executive Leadership and Oversight	6	6	\$1,114
Transfer 3 - Realignment for Trade Relations	-	-	-
Mission Support	1	1	\$141
Executive Leadership and Oversight	1	1	\$141
Trade and Travel Operations	(1)	(1)	(\$141)
Office of Field Operations	(1)	(1)	(\$141)
Domestic Operations	(1)	(1)	(\$141)
Transfer 4 - Realignment of Joint Task Force – West (JTF-W)	-	-	-
Border Security Operations	14	14	\$3,652
US Border Patrol	14	14	\$3,652
Operations	14	14	\$3,652
Trade and Travel Operations	2	2	\$638
Office of Field Operations	2	2	\$638
Domestic Operations	2	2	\$638
Integrated Operations	(16)	(16)	(\$4,290)
Office of Intelligence	11	11	\$2,543
Operations Support	(27)	(27)	(\$6,833)

U.S. Customs and Border Protection
Operations and Support

Transfer 5 - Realignment of Mission Support Staff	-	-	-
Mission Support	-	-	-
Enterprise Services	-	-	(\$49)
Office of Professional Responsibility	-	-	\$24
Executive Leadership and Oversight	-	-	\$25
Transfer 6 - Realignment of Mobile Small Unmanned Aircraft System (sUAS)	-	-	-
Border Security Operations	-	-	-
US Border Patrol	-	-	-
Operations	-	-	(\$2,120)
Assets and Support	-	-	\$2,120
Transfer 7 - Realignment of Program Management Office Directorate	-	-	-
Mission Support	(13)	(13)	(\$2,932)
Enterprise Services	(13)	(13)	(\$2,932)
Border Security Operations	13	13	\$2,932
US Border Patrol	13	13	\$2,932
Operations	13	13	\$2,932
Transfer 8 - Realignment of Regulatory Reform Attorneys	-	-	-
Mission Support	(2)	(1)	(\$250)
Executive Leadership and Oversight	(2)	(1)	(\$250)
Trade and Travel Operations	2	1	\$250
Office of Trade	2	1	\$250
Transfer 9 - Realignment of Southwest (SW) Field Office	-	-	-
Border Security Operations	-	-	-
US Border Patrol	-	-	-
Operations	-	-	\$303
Assets and Support	-	-	(\$303)
Transfer 10 - Realignment of Technology Training Support Branch	-	-	-
Mission Support	(23)	(23)	(\$3,934)
Enterprise Services	(23)	(23)	(\$3,934)
Border Security Operations	13	13	\$1,820

U.S. Customs and Border Protection**Operations and Support**

Office of Training and Development	13	13	\$1,820
Trade and Travel Operations	10	10	\$2,114
Office of Training and Development	10	10	\$2,114
Transfer 11 - Realignment of Trainers	-	-	-
Integrated Operations	-	-	-
Air and Marine Operations	(6)	(6)	(\$1,353)
Operations	(6)	(6)	(\$1,353)
Office of Training and Development	6	6	\$1,353
Transfer 12 - Realignment of Wireless Services Program Division (WSPD) Positions	-	-	-
Mission Support	(62)	(62)	(\$10,659)
Enterprise Services	(62)	(62)	(\$10,659)
Border Security Operations	62	62	\$10,659
US Border Patrol	62	62	\$10,659
Operations	62	62	\$10,659

Transfer 1 – Realignment for Laboratories and Scientific Services Directorate: Realignment to Operations Support to fund one position in support of facilities for the Laboratories and Scientific Services Directorate.

Transfer 2 – Realignment for the Commissioner: Realignment to the Commissioner’s office to support one position each in the Policy Directorate, Innovation Team, and Immediate Office of the Commissioner. This realignment also supports three positions for the Strategic Initiatives Group.

Transfer 3 – Realignment for Trade Relations: Realignment to the Office of Trade Relations to support increased outreach and engagement with the trade community.

Transfer 4 – Realignment of Joint Task Force – West (JTF-W): Realigns the positions, FTE, and funding associated with the JTF-W to the United States Border Patrol (USBP), the Office of Field Operations (OFO), the Office of Intelligence (OI), and Operations Support. The JTF-W is being dissolved, with operations fully ended by the beginning of FY 2023.

Transfer 5 – Realignment of Mission Support Staff: Realignment to support six positions that were transferred in the FY 2019 Enactment.

Transfer 6 – Realignment of Mobile Small Unmanned Aircraft System (sUAS): Realigns funding for the Mobile sUAS program from Border Security Operations to Border Security Assets & Support.

Transfer 7 – Realignment of Program Management Office Directorate: Realigns positions and associated pay for the Program Management Office Directorate (PMOD) to support the realignment of PMOD to the United States Border Patrol (USBP).

Transfer 8 – Realignment of Regulatory Reform Attorneys: Realigns the Regulatory Reform Attorneys provided in the FY 2021 Enactment from the Office of the Commissioner to the Office of Trade.

Transfer 9 – Realignment of Southwest (SW) Field Office: Realigns funding for the logistical support provided by the SW Field Office for USBP technologies from Border Security Operations to Border Security Assets & Support.

Transfers 10 – Realignment of Technology Training Support Branch: Realigns positions and associated pay for the Technology Training Support Branch, which was realigned organizationally to the Office of Training and Development (OTD) in FY 2018.

Transfer 11 – Realignment of Trainers: Realignment of positions and associated pay for Air and Marine Academy trainers.

Transfer 12 – Realignment of Wireless Services Program Division (WSPD) Positions: Realigns positions and associated pay for the WSPD as part of the creation of the Tactical Air, Land & Marine Enterprise Communications (TALMEC) program office.

Operations and Support

Justification of Pricing Changes

(Dollars in Thousands)

	FY 2022 President's Budget		
	Positions	FTE	Amount
Pricing Change 1 - Civilian Pay Raise Total	-	-	\$179,389
Mission Support	-	-	\$18,221
Enterprise Services	-	-	\$12,527
Office of Professional Responsibility	-	-	\$2,704
Executive Leadership and Oversight	-	-	\$2,990
Border Security Operations	-	-	\$78,637
US Border Patrol	-	-	\$77,604
Operations	-	-	\$77,604
Office of Training and Development	-	-	\$1,033
Trade and Travel Operations	-	-	\$72,712
Office of Field Operations	-	-	\$68,469
Domestic Operations	-	-	\$62,401
International Operations	-	-	\$2,621
Targeting Operations	-	-	\$3,447
Office of Trade	-	-	\$3,482
Office of Training and Development	-	-	\$761
Integrated Operations	-	-	\$9,819
Air and Marine Operations	-	-	\$6,627
Operations	-	-	\$6,155
Air and Marine Operations Center	-	-	\$472
Office of International Affairs	-	-	\$650
Office of Intelligence	-	-	\$882
Office of Training and Development	-	-	\$23
Operations Support	-	-	\$1,637
Pricing Change 2 - Annualization of Prior Year Pay Raise	-	-	\$88,222

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Mission Support	-	-	\$9,339
Enterprise Services	-	-	\$6,314
Office of Professional Responsibility	-	-	\$1,322
Executive Leadership and Oversight	-	-	\$1,703
Border Security Operations	-	-	\$41,290
US Border Patrol	-	-	\$40,878
Operations	-	-	\$40,878
Office of Training and Development	-	-	\$412
Trade and Travel Operations	-	-	\$32,658
Office of Field Operations	-	-	\$30,510
Domestic Operations	-	-	\$27,548
International Operations	-	-	\$1,186
Targeting Operations	-	-	\$1,776
Office of Trade	-	-	\$1,796
Office of Training and Development	-	-	\$352
Integrated Operations	-	-	\$4,935
Air and Marine Operations	-	-	\$3,294
Operations	-	-	\$2,952
Air and Marine Operations Center	-	-	\$342
Office of International Affairs	-	-	\$305
Office of Intelligence	-	-	\$558
Office of Training and Development	-	-	\$17
Operations Support	-	-	\$761
Pricing Change 3 - FERS Adjustment	-	-	\$82,677
Mission Support	-	-	\$9,282
Enterprise Services	-	-	\$6,715
Office of Professional Responsibility	-	-	\$1,374
Executive Leadership and Oversight	-	-	\$1,193
Border Security Operations	-	-	\$42,000
US Border Patrol	-	-	\$41,533

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Operations	-	-	\$41,533
Office of Training and Development	-	-	\$467
Trade and Travel Operations	-	-	\$26,210
Office of Field Operations	-	-	\$24,266
Domestic Operations	-	-	\$22,244
International Operations	-	-	\$1,037
Targeting Operations	-	-	\$985
Office of Trade	-	-	\$1,711
Office of Training and Development	-	-	\$233
Integrated Operations	-	-	\$5,185
Air and Marine Operations	-	-	\$3,500
Operations	-	-	\$3,215
Air and Marine Operations Center	-	-	\$285
Office of International Affairs	-	-	\$337
Office of Intelligence	-	-	\$544
Operations Support	-	-	\$804
Pricing Change 4 - FPS Fee Adjustment	-	-	\$4,947
Mission Support	-	-	(\$518)
Enterprise Services	-	-	(\$518)
Border Security Operations	-	-	\$645
US Border Patrol	-	-	\$645
Assets and Support	-	-	\$645
Trade and Travel Operations	-	-	\$4,712
Office of Field Operations	-	-	\$4,712
Assets and Support	-	-	\$4,712
Integrated Operations	-	-	\$108
Air and Marine Operations	-	-	\$108
Assets and Support	-	-	\$108
Pricing Change 5 - Adjustments for Rent-Related Expenses	-	-	(\$18,797)
Mission Support	-	-	(\$2,719)

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Enterprise Services	-	-	(\$2,719)
Border Security Operations	-	-	(\$5,382)
US Border Patrol	-	-	(\$5,382)
Assets and Support	-	-	(\$5,382)
Trade and Travel Operations	-	-	(\$10,273)
Office of Field Operations	-	-	(\$10,273)
Assets and Support	-	-	(\$10,273)
Integrated Operations	-	-	(\$423)
Air and Marine Operations	-	-	(\$423)
Assets and Support	-	-	(\$423)
Pricing Change 6 - Annualization of Advanced Trade Analytics Platform	-	1	\$396
Trade and Travel Operations	-	1	\$396
Office of Trade	-	1	\$396
Pricing Change 7 - Annualization of FY 2021 Processing Coordinators	-	150	\$16,503
Mission Support	-	-	\$412
Enterprise Services	-	-	\$77
Office of Professional Responsibility	-	-	\$335
Border Security Operations	-	150	\$16,091
US Border Patrol	-	150	\$16,091
Operations	-	150	\$16,091
Pricing Change 8 - Annualization of Laboratory Personnel	-	6	\$382
Integrated Operations	-	6	\$382
Operations Support	-	6	\$382
Pricing Change 9 - Annualization of Regulatory Reform Hiring	-	1	\$217
Trade and Travel Operations	-	1	\$217
Office of Trade	-	1	\$217
Pricing Change 10 - Annualization of Trade Agreement, Remedies & Enforcement Personnel	-	25	\$2,510
Trade and Travel Operations	-	25	\$2,510
Office of Trade	-	25	\$2,510
Pricing Change 11 - Automated Commercial Environment	-	-	\$919

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Trade and Travel Operations	-	-	\$919
Office of Trade	-	-	\$919
Pricing Change 12 - Civilian Pay Raise Offset	-	-	(\$2,570)
Mission Support	-	-	(\$298)
Enterprise Services	-	-	\$201
Office of Professional Responsibility	-	-	\$59
Executive Leadership and Oversight	-	-	(\$558)
Border Security Operations	-	-	\$293
US Border Patrol	-	-	\$377
Operations	-	-	\$377
Office of Training and Development	-	-	(\$84)
Trade and Travel Operations	-	-	(\$2,556)
Office of Field Operations	-	-	(\$2,707)
Domestic Operations	-	-	(\$2,414)
International Operations	-	-	(\$147)
Targeting Operations	-	-	(\$146)
Office of Trade	-	-	\$121
Office of Training and Development	-	-	\$30
Integrated Operations	-	-	(\$9)
Air and Marine Operations	-	-	(\$114)
Operations	-	-	(\$118)
Air and Marine Operations Center	-	-	\$4
Office of International Affairs	-	-	(\$24)
Office of Intelligence	-	-	\$106
Office of Training and Development	-	-	\$3
Operations Support	-	-	\$20
Pricing Change 13 - Correct CBP Base Pay	-	-	\$29,825
Mission Support	-	-	\$587
Executive Leadership and Oversight	-	-	\$587
Trade and Travel Operations	-	-	\$28,295

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Office of Field Operations	-	-	\$28,295
Domestic Operations	-	-	\$26,879
International Operations	-	-	\$614
Targeting Operations	-	-	\$802
Integrated Operations	-	-	\$943
Air and Marine Operations	-	-	\$270
Operations	-	-	\$155
Air and Marine Operations Center	-	-	\$115
Office of Intelligence	-	-	\$248
Operations Support	-	-	\$425
Pricing Change 14 - Delay in Hiring	-	-	(\$33,080)
Trade and Travel Operations	-	-	(\$30,235)
Office of Field Operations	-	-	(\$30,023)
Domestic Operations	-	-	(\$28,622)
International Operations	-	-	(\$611)
Targeting Operations	-	-	(\$790)
Office of Training and Development	-	-	(\$212)
Integrated Operations	-	-	(\$2,845)
Air and Marine Operations	-	-	(\$1,847)
Operations	-	-	(\$1,482)
Air and Marine Operations Center	-	-	(\$365)
Office of International Affairs	-	-	(\$156)
Office of Intelligence	-	-	(\$367)
Office of Training and Development	-	-	(\$14)
Operations Support	-	-	(\$461)
Pricing Change 15 - FY 2022 Pay Raise for Fee Funded Positions	-	-	\$23,069
Trade and Travel Operations	-	-	\$23,069
Office of Field Operations	-	-	\$23,069
Domestic Operations	-	-	\$23,069
Pricing Change 16 - Integrated Fixed Towers	-	-	\$1,587

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Border Security Operations	-	-	\$1,587
US Border Patrol	-	-	\$1,587
Assets and Support	-	-	\$1,587
Pricing Change 17 - Non-Recur 9mm Weapons Transition	-	-	(\$326)
Integrated Operations	-	-	(\$326)
Operations Support	-	-	(\$326)
Pricing Change 18 - Non-Recur Acquisition Inflation	-	-	(\$2,440)
Mission Support	-	-	(\$2,301)
Enterprise Services	-	-	(\$2,301)
Border Security Operations	-	-	(\$50)
US Border Patrol	-	-	(\$50)
Operations	-	-	(\$50)
Trade and Travel Operations	-	-	(\$40)
Office of Field Operations	-	-	(\$37)
Domestic Operations	-	-	(\$37)
Office of Trade	-	-	(\$3)
Integrated Operations	-	-	(\$49)
Air and Marine Operations	-	-	(\$25)
Operations	-	-	(\$25)
Office of Intelligence	-	-	(\$24)
Pricing Change 19 - Non-Recur Adjustment to Map to Request	-	-	(\$15,184)
Trade and Travel Operations	-	-	(\$11,025)
Office of Trade	-	-	(\$11,025)
Integrated Operations	-	-	(\$4,159)
Operations Support	-	-	(\$4,159)
Pricing Change 20 - Non-Recur Air and Marine Operations Center	-	-	(\$2,822)
Integrated Operations	-	-	(\$2,822)
Air and Marine Operations	-	-	(\$2,822)
Air and Marine Operations Center	-	-	(\$2,822)
Pricing Change 21 - Non-Recur AMO Training	-	-	(\$469)

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Integrated Operations	-	-	(\$469)
Office of Training and Development	-	-	(\$469)
Pricing Change 22 - Non-Recur Body Worn Cameras	-	-	(\$14,044)
Border Security Operations	-	-	(\$14,044)
US Border Patrol	-	-	(\$14,044)
Assets and Support	-	-	(\$14,044)
Pricing Change 23 - Non-Recur Cameras for BSDP	-	-	(\$20,000)
Border Security Operations	-	-	(\$20,000)
US Border Patrol	-	-	(\$20,000)
Assets and Support	-	-	(\$20,000)
Pricing Change 24 - Non-Recur Carrizo Cane Eradication	-	-	(\$4,000)
Border Security Operations	-	-	(\$4,000)
US Border Patrol	-	-	(\$4,000)
Assets and Support	-	-	(\$4,000)
Pricing Change 25 - Non-Recur Child and Backup Care	-	-	(\$742)
Mission Support	-	-	(\$742)
Enterprise Services	-	-	(\$742)
Pricing Change 26 - Non-Recur Cloud Migration	-	-	(\$10,516)
Mission Support	-	-	(\$10,516)
Enterprise Services	-	-	(\$10,516)
Pricing Change 27 - Non-Recur COSS Transformation Initiative	-	-	(\$900)
Mission Support	-	-	(\$900)
Executive Leadership and Oversight	-	-	(\$900)
Pricing Change 28 - Non-Recur HRM Recruitment/Applicant Processing	-	-	(\$10,000)
Mission Support	-	-	(\$10,000)
Enterprise Services	-	-	(\$10,000)
Pricing Change 29 - Non-Recur Innovative Technology	-	-	(\$25,000)
Mission Support	-	-	(\$25,000)
Enterprise Services	-	-	(\$25,000)
Pricing Change 30 - Non-Recur Medium Lift Helicopter	-	-	(\$258)

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Integrated Operations	-	-	(\$258)
Air and Marine Operations	-	-	(\$258)
Assets and Support	-	-	(\$258)
Pricing Change 31 - Non-Recur National Vetting Center	-	-	(\$3,790)
Trade and Travel Operations	-	-	(\$3,790)
Office of Field Operations	-	-	(\$3,790)
Targeting Operations	-	-	(\$3,790)
Pricing Change 32 - Non-Recur of FY21 Processing Coordinators	-	-	(\$21,000)
Mission Support	-	-	(\$7,112)
Enterprise Services	-	-	(\$4,928)
Office of Professional Responsibility	-	-	(\$2,184)
Border Security Operations	-	-	(\$13,888)
US Border Patrol	-	-	(\$13,265)
Operations	-	-	(\$8,291)
Assets and Support	-	-	(\$4,974)
Office of Training and Development	-	-	(\$623)
Pricing Change 33 - Non-Recur of Program Increase	-	-	(\$823)
Mission Support	-	-	(\$823)
Enterprise Services	-	-	(\$823)
Pricing Change 34 - Non-Recur OFO Facilities	-	-	(\$14,775)
Trade and Travel Operations	-	-	(\$14,775)
Office of Field Operations	-	-	(\$14,775)
Assets and Support	-	-	(\$14,775)
Pricing Change 35 - Non-Recur P-3 Aircraft Technology Refresh	-	-	(\$20)
Integrated Operations	-	-	(\$20)
Air and Marine Operations	-	-	(\$20)
Assets and Support	-	-	(\$20)
Pricing Change 36 - Non-Recur Regulatory Reform Hiring	-	-	(\$15)
Trade and Travel Operations	-	-	(\$15)
Office of Trade	-	-	(\$15)

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Pricing Change 37 - Non-Recur Rescue Beacons	-	-	(\$2,000)
Mission Support	-	-	(\$2,000)
Enterprise Services	-	-	(\$2,000)
Pricing Change 38 - Non-Recur Tethered Aerostat Radar System	-	-	(\$75)
Integrated Operations	-	-	(\$75)
Air and Marine Operations	-	-	(\$75)
Assets and Support	-	-	(\$75)
Pricing Change 39 - Non-Recur Tribal Border Roads	-	-	(\$5,000)
Mission Support	-	-	(\$5,000)
Enterprise Services	-	-	(\$5,000)
Pricing Change 40 - Overseas Support Costs	-	-	(\$214)
Integrated Operations	-	-	(\$214)
Office of International Affairs	-	-	(\$214)
Total Pricing Changes	-	183	\$221,783

Pricing Change 1 – Civilian Pay Raise: This Pricing Change reflects the increased pay costs due to the first three quarters of the 2.7 percent civilian pay increase for 2022. It reflects these costs for all pay funding included in the base, modified by any transfers of pay funding.

Pricing Change 2 – Annualization of Prior Year Pay Raise: This Pricing Change reflects the full year increased pay costs of the 1.0 percent civilian pay increase for 2021. It reflects these costs for all pay funding included in the base, modified by any transfers of pay funding.

Pricing Change 3 – FERS Adjustment: Per OMB Circular A-11, agency Federal Employee Retirement System (FERS) contributions increased. The regular FERS agency contribution increased by 1.1 percent – from 17.3 percent in FY 2021 to 18.4 percent in FY 2022. The Law Enforcement FERS agency contribution increased by 1.8 percent – from 35.8 percent to 37.6 percent. The pricing change increase reflects changes in contribution to FERS due to this increase for all pay funding included in the base, any transfers of pay funding, the fourth quarter of the 2021 Pay Raise, the first three quarters of the FY 2022 Pay Raise, and all annualizations and non-recurs of FY 2021 program changes.

Pricing Change 4 – FPS Fee Adjustment: This Pricing Change reflects anticipated increases in Federal Protective Service (FPS) support.

Pricing Change 5 – Adjustments for Rent-Related Expenses: This Pricing Change reflects cost adjustments associated with new occupancy agreements, amortized tenant improvements, revised project completion dates, and existing occupancy agreements, including standard inflation cost adjustments and items, such as above-standard services for CBPs 24/7 facilities.

Pricing Change 6 – Annualization of Advanced Trade Analytics Platform: This Pricing Change reflects the annualization of the Advanced Trade Analytics Platform enhancement included in the FY 2021 Enactment.

Pricing Change 7 – Annualization of FY 2021 Processing Coordinators: This Pricing Change reflects the annualization of the Processing Coordinators Hiring enhancement included in the FY 2021 Enactment. This Pricing Change also corrects position costing included in the base.

Pricing Change 8 – Annualization of Laboratory Personnel: This Pricing Change reflects the annualization of the Laboratory Personnel Hiring enhancement included in the FY 2021 Enactment.

Pricing Change 9 – Annualization of Regulatory Reform Hiring: This Pricing Change reflects the annualization of the Regulatory Reform Hiring enhancement included in the FY 2021 Enactment.

Pricing Change 10 – Annualization of Trade Agreement, Remedies & Enforcement Personnel: This Pricing Change reflects the annualization of the Trade Agreement Remedies & Enforcement Personnel enhancement included in the FY 2021 Enactment.

Pricing Change 11 – Automated Commercial Environment: This Pricing Change reflects increased recurring sustainment costs for existing infrastructure, software, and management support of the Automated Commercial Environment (ACE) system.

Pricing Change 12 – Civilian Pay Raise Offset: This Pricing Change reflects an offset to correct a technical error in Pricing Change 1.

Pricing Change 13 – Correct CBP Base Pay: This Pricing Change reflects a correction to CBP's base pay to address some structural pay gaps from prior year budget builds.

Pricing Change 14 – Delay in Hiring: This Pricing Change reflects savings associated with an increase to the average length of time taken to backfill positions after employees separate from CBP.

Pricing Change 15 – FY 2022 Pay Raise for Fee Funded Positions: This Pricing Change reflects the increased pay costs due to the first three quarters of the 2.7 percent civilian pay increase for 2022, specifically for user fee funded positions. It reflects these costs for all pay funding included in the base, modified by any transfers of pay funding.

Pricing Change 16 – Integrated Fixed Towers: This Pricing Change reflects the increased costs for Integrated Fixed Towers (IFT) due the transition of Contractor Logistics Support (CLS) to organic government support.

Pricing Change 17 – Non-Recur 9mm Weapons Transition: This Pricing Change reflects the non-recur of one-time equipment costs associated with the 9mm Weapons Transition enhancement included in the FY 2020 Enactment. Most one-time costs were non-recurred in the FY 2021 Enactment; however, this funding remained on budget in FY 2021 to continue weapons purchases, which will be complete by FY 2022.

Pricing Change 18 – Non-Recur Acquisition Inflation: This Pricing Change reflects the non-recur of acquisition inflation costs that are currently double counted in acquisition profiles.

Pricing Change 19 – Non-Recur Adjustment to Map to Request: This Pricing Change reflects the non-recur of costs associated with the Adjustment to Map to Request item included in the FY 2021 Enactment.

Pricing Change 20 – Non-Recur Air and Marine Operations Center: This Pricing Change reflects the partial non-recur of the Air and Marine Operations Center enhancement included in the FY 2021 Enactment.

Pricing Change 21 – Non-Recur AMO Training: This Pricing change reflects the partial non-recur of the AMO Training enhancement included in the FY 2021 Enactment.

Pricing Change 22 – Non-Recur Body Worn Cameras: This Pricing change reflects the non-recur of the Body Worn Cameras enhancement included in the FY 2021 Enactment.

Pricing Change 23 – Non-Recur Cameras for BSDP: This Pricing change reflects the non-recur of the Cameras for BSDP enhancement included in the FY 2021 Enactment.

Pricing Change 24 – Non-Recur Carrizo Cane Eradication: This Pricing change reflects the non-recur of the Carrizo Cane Eradication enhancement included in the FY 2021 Enactment.

Pricing Change 25 – Non-Recur Child and Backup Care: This Pricing Change reflects the partial non-recur of the Child and Backup Care enhancement included in the FY 2021 Enactment.

Pricing Change 26 – Non-Recur Cloud Migration: This Pricing Change reflects the partial non-recur of the Cloud Migration enhancement included in the FY 2021 Enactment.

Pricing Change 27 – Non-Recur COSS Transformation Initiative: This Pricing Change reflects the partial non-recur of the COSS Transformation Initiative included in the FY 2021 Enactment.

Pricing Change 28 – Non-Recur HRM Recruitment/Applicant Processing: This Pricing Change reflects the non-recur of the HRM Recruitment and Applicant Processing enhancement included in the FY 2018 Enactment.

Pricing Change 29 – Non-Recur Innovative Technology: This Pricing change reflects the non-recur of the Innovative Technology enhancement included in the FY 2021 Enactment.

Pricing Change 30 – Non-Recur Medium Lift Helicopter: This Pricing Change reflects the partial non-recur of the Medium Lift Helicopter enhancement included in the FY 2021 Enactment.

Pricing Change 31 – Non-Recur National Vetting Center: This Pricing Change reflects the partial non-recur of the National Vetting Center enhancement included in the FY 2021 Enactment.

Pricing Change 32 – Non-Recur of FY21 Processing Coordinators: This Pricing Change reflects the non-recur of the FY 2021 Processing Coordinators funding in order to reflect the correct position costing. The correct funding is included in Pricing Change 10.

Pricing Change 33 – Non-Recur of Program Increase: This Pricing Change reflects the non-recur of the Unexplained Increase included in the FY 2021 Enactment.

Pricing Change 34 – Non-Recur OFO Facilities: This Pricing change reflects the non-recur of the OFO Facilities enhancement included in the FY 2021 Enactment.

Pricing Change 35 – Non-Recur P-3 Aircraft Technology Refresh: This Pricing Change reflects the partial non-recur of the P-3 Aircraft Technology Refresh enhancement included in the FY 2020 Enactment.

Pricing Change 36 – Non-Recur Regulatory Reform Hiring: This Pricing change reflects the non-recur of one-time costs associated with the Regulatory Reform Hiring enhancement included in the FY 2021 Enactment.

Pricing Change 37 – Non-Recur Rescue Beacons: This Pricing change reflects the non-recur of the Rescue Beacons enhancement included in the FY 2021 Enactment.

Pricing Change 38 – Non-Recur Tethered Aerostat Radar System: This Pricing Change reflects the non-recur of O&M funding due to reduced costs of maintenance.

Pricing Change 39 – Non-Recur Tribal Border Roads: This Pricing change reflects the non-recur of the Tribal Roads enhancement included in the FY 2021 Enactment.

Pricing Change 40 – Overseas Support Costs: This Pricing Change reflects efficiencies in contractual services and rent.

Operations and Support

Justification of Program Changes

(Dollars in Thousands)

	FY 2022 President's Budget		
	Positions	FTE	Amount
Program Change 1 - Agent Portable Surveillance System	-	-	(\$1,240)
Border Security Operations	-	-	(\$1,240)
US Border Patrol	-	-	(\$1,240)
Assets and Support	-	-	(\$1,240)
Program Change 2 - Border Enforcement Coordination Network	-	-	\$10,502
Border Security Operations	-	-	\$10,502
US Border Patrol	-	-	\$10,502
Assets and Support	-	-	\$10,502
Program Change 3 - Border Patrol Enforcement Systems	-	-	(\$11,812)
Border Security Operations	-	-	(\$11,812)
US Border Patrol	-	-	(\$11,812)
Assets and Support	-	-	(\$11,812)
Program Change 4 - Border Patrol Processing Coordinators	125	63	\$9,147
Mission Support	2	1	\$1,180
Enterprise Services	2	1	\$467
Office of Professional Responsibility	-	-	\$713
Border Security Operations	123	62	\$7,967
US Border Patrol	119	60	\$4,618
Operations	119	60	\$4,580
Assets and Support	-	-	\$38
Office of Training and Development	4	2	\$3,349
Program Change 5 - Building Government Acquisition Capability	6	3	-
Mission Support	6	3	-
Enterprise Services	6	3	-
Program Change 6 - De-Commissioning of JTF-W	-	-	(\$500)

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Integrated Operations	-	-	(\$500)
Operations Support	-	-	(\$500)
Program Change 7 - Enterprise Services Support Contracts	-	-	\$4,860
Mission Support	-	-	\$4,860
Enterprise Services	-	-	\$4,860
Program Change 8 - Facilities Maintenance	-	-	(\$11,068)
Border Security Operations	-	-	(\$11,068)
US Border Patrol	-	-	(\$11,068)
Assets and Support	-	-	(\$11,068)
Program Change 9 - HRM Resilience/Suicide Prevention Clinicians	-	-	\$2,100
Mission Support	-	-	\$2,100
Enterprise Services	-	-	\$2,100
Program Change 10 - Land Port of Entry Furniture, Fixtures and Equipment	-	-	\$12,449
Trade and Travel Operations	-	-	\$12,449
Office of Field Operations	-	-	\$12,449
Assets and Support	-	-	\$12,449
Program Change 11 - Medical Contract	-	-	\$163,200
Border Security Operations	-	-	\$163,200
US Border Patrol	-	-	\$163,200
Operations	-	-	\$163,200
Program Change 12 - National Vetting Center Increase	-	-	\$14,000
Trade and Travel Operations	-	-	\$14,000
Office of Field Operations	-	-	\$14,000
Targeting Operations	-	-	\$14,000
Program Change 13 - Non-Intrusive Inspection Systems	-	-	\$15,000
Trade and Travel Operations	-	-	\$15,000
Office of Field Operations	-	-	\$15,000
Assets and Support	-	-	\$15,000
Program Change 14 - Office of Professional Responsibility Special Agents	350	175	\$74,340
Mission Support	350	175	\$74,340

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Office of Professional Responsibility	350	175	\$74,340
Program Change 15 - Office of Training and Development Relocations	-	-	(\$1,723)
Border Security Operations	-	-	(\$1,723)
Office of Training and Development	-	-	(\$1,723)
Program Change 16 - Operational Mobility Program	-	-	(\$14,500)
Border Security Operations	-	-	(\$14,500)
US Border Patrol	-	-	(\$14,500)
Operations	-	-	(\$14,500)
Program Change 17 - Overseas Personnel	3	2	\$1,671
Integrated Operations	3	2	\$1,671
Office of International Affairs	3	2	\$1,671
Program Change 18 - Remote Surveillance	-	-	(\$4,242)
Border Security Operations	-	-	(\$4,242)
US Border Patrol	-	-	(\$4,242)
Assets and Support	-	-	(\$4,242)
Program Change 19 - Remote Video Surveillance System	-	-	(\$5,909)
Border Security Operations	-	-	(\$5,909)
US Border Patrol	-	-	(\$5,909)
Assets and Support	-	-	(\$5,909)
Program Change 20 - Rescue Beacons	-	-	\$1,500
Border Security Operations	-	-	\$1,500
US Border Patrol	-	-	\$1,500
Operations	-	-	\$1,500
Program Change 21 - Seized Currency and Asset Tracking (O&M)	-	-	\$6,000
Mission Support	-	-	\$6,000
Enterprise Services	-	-	\$6,000
Program Change 22 - Systems, Applications and Products Governance Risk Compliance Tool	-	-	\$1,000
Mission Support	-	-	\$1,000
Executive Leadership and Oversight	-	-	\$1,000
Program Change 23 - TACCOM Modernization	-	-	(\$10,000)

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Border Security Operations	-	-	(\$10,000)
US Border Patrol	-	-	(\$10,000)
Assets and Support	-	-	(\$10,000)
Program Change 24 - Training	-	-	\$10,228
Mission Support	-	-	\$3,100
Enterprise Services	-	-	\$3,100
Border Security Operations	-	-	\$2,428
Office of Training and Development	-	-	\$2,428
Trade and Travel Operations	-	-	\$2,300
Office of Training and Development	-	-	\$2,300
Integrated Operations	-	-	\$2,400
Office of Training and Development	-	-	\$2,400
Program Change 25 - Transportation Program	-	-	\$31,100
Border Security Operations	-	-	\$31,100
US Border Patrol	-	-	\$31,100
Assets and Support	-	-	\$31,100
Total Program Changes	484	243	\$296,103

Program Change 1 – Agent Portable Surveillance Systems:**Description**

The FY 2022 President's Budget includes a decrease of \$1.2M for the Agent Portable Surveillance System (APSS) program. The base funding for this program is \$1.2M.

Justification

The APSS program is ending prior to FY 2022, with decommissioning and transition activities taking place in Q1 FY 2021. Current APSS units do not meet current requirements for weight, portability, and hours of operation. Additionally, the systems are at the end of life and can no longer be supported. In FY 2021, the funding used to sustain the legacy system will be reallocated to cover maintenance, spares and upgrades of long-range and short-range handheld imagers to better support border security efforts.

Performance

This program decrease will have no impact on performance as these sustainment costs will be reallocated for other support enhancements.

Program Change 2 – Border Enforcement Coordination Network:**Description**

The FY 2022 President's Budget includes an increase of \$10.5M for the Border Enforcement Coordination Network (BECN). The base for this program is \$0.

Justification

The BECN is the follow-on system to legacy Border Patrol Enforcement Systems (BPES), sometimes referred to as BPES Modernization. BECN consists of systems, services, and equipment that help USBP detect, deter, identify, classify, and resolve illegal border activity and also to manage its resources effectively. BECN contributes to situational awareness and enhances operational decision-making by enabling real-time information sharing, data analysis, and visualization.

BECN Modernization provides a seamless landscape between applications, improves the database architecture, and provides USBP with a more stable and efficient enforcement workflow. BECN functionality will be delivered to replace legacy BPES systems incrementally using agile methodologies with planned Initial Operating Capability (IOC) in late FY 2021 and Full Operational Capability (FOC) by FY 2027. As new BECN functionality is delivered to replace legacy systems, these legacy systems will be incrementally dispositioned until all core enforcement functionality is provided by BECN.

BECN includes the following enforcement systems/applications:

- Border Patrol Enterprise Tracking System (BPETS)
- Operational Requirements Based Budget Program (ORBBP)
- ENFORCE 3rd Generation (e3)
- Statistics and Data Integrity (SDI)
- Border Patrol Enterprise Reporting System (BPERT)
- Intelligent Computer Assisted Detection (ICAD)
- Mobile Processing Center (MPC)
- Team Awareness Kit (TAK)
- Geospatial Information Services (GIS)
- Enterprise Geospatial Information Services (eGIS)
- Tracking, Sign-cutting, and Modeling (TSM)

Performance

The increased funding will provide for a more consistent and efficient enforcement workflow for USBP leadership and field agents as they address current and emergent border threats and adversaries.

Program Change 3 – Border Patrol Enforcement Systems:**Description**

The FY 2022 President's Budget includes a decrease of \$11.8M to the BPES Program. The base for this program is \$66.6M.

Justification

The reduction in BPES O&M reflects the transition of BPES O&S capabilities beginning to migrate to the modernized BECN platform. Legacy BPES O&M costs decrease and transition to BECN beginning in FY 2022, while incrementally using agile methodologies with planned Initial Operating Capability (IOC) in late FY2021 and Full Operational Capacity (FOC) by FY 2027.

Performance

The reduction is not expected to impact operational performance. The remaining funding will sustain BPES maintenance support of existing legacy systems, requirements, and applications while facilitating the transition of legacy applications to the BECN system. Legacy BPES applications are expected to begin transitioning to the modernized BECN platform in FY 2022.

Program Change 4 – Border Patrol Processing Coordinators:**Description**

The FY 2022 President's Budget includes an increase of 125 positions, 63 FTE, and \$9.1M to hire 125 Processing Coordinators (PCs). The base for this program is 600 positions, 600 FTE, and \$40.3M.

Justification

PCs serve three primary purposes. First, PCs allow BPAs to focus on law enforcement officer (LEO) duties. BPAs spend approximately 40 percent of their work time performing non-border security, non-LEO activities, such as completing administrative tasks or providing humanitarian support. PCs will perform these duties, allowing BPAs to spend more time in the field. Second, PCs provide cost-effective processing of persons in USBP custody. The additional mission support staff will support the development, hiring, onboarding, training, and equipping of the additional PCs. Currently, the average PC costs approximately 18.5 percent less than the average BPA. Third, the position provides an entry-level opportunity to recruit and hire future BPAs.

Performance

Additional PCs and mission support staff will enhance USBP's ability to achieve operational control of the border, while also supporting the redistribution of non-LEO work to mission support personnel, thereby returning additional BPAs to the border, and furthering the border security mission.

Program Change 5 – Building Government Acquisition Capability:**Description**

The FY 2022 President's Budget includes an increase of 6 positions, 3 FTE, and \$0 to provide additional acquisition staff for CBP.

Justification

This program change will allow CBP to realign \$0.5M in current contractor non-pay funds to pay, which CBP will use to hire six government employees. Specifically, CBP will hire the following:

- One Acquisition Logistic Management Specialist.
- One Lead Systems Engineer.
- Two Management Analysts; and
- Two Contract Specialists.

The Federal government has often relied on contracted support to make up for shortfalls and deficiencies in its acquisition workforce. While this can be a reasonable approach for a limited time period, it can leave the acquisition workforce improperly balanced between organic (government) employees and contracted support if not adjusted over time. Much of acquisition is inherently governmental or nearly inherently governmental work, which makes proper balance even more critical. In the past, Congressional staff members and auditors have also expressed concerns about the imbalance between organic FTEs and contracted support. To balance the acquisition workforce and build a cadre of high demand/low density specialties in the areas of System Engineering, Cost Estimation, Logistics and Sustainment, Integrated Master Scheduling, and Procurement Support Subject Matter Expertise, the Office of Acquisition's (OA) strategy is to recruit and grow these skillsets with government positions.

OA has established a long-term goal to establish a ratio of 2:1 government to contracted FTE for the acquisition workforce (except procurement, where the ratio would be even higher). The current ratio is closer to 1:1. Creating the correct balance will take time and must be handled incrementally. This initiative is a modest step towards the longer-term goal. This strategy will build critical competencies that mature government acquisitions should possess and provide CBP's major acquisition programs and projects with in-house expertise that will be available corporately. On an annual basis, OA procures more than \$5.6B of mission-essential systems, supplies and services, oversees the CBP acquisition portfolio, fulfills the Component Acquisition Executive role and governs the CBP acquisition review process consistent with DHS guidance.

Performance

This request continues OA's efforts to build a pipeline of high demand/low density specialties that are in low quantity across the government. This workforce development effort provides an opportunity to increase operational efficiencies, improve productivity, lay the foundation for succession planning, and provide the necessary resources to the agents and officers in the field in a timely manner. As improvements are realized, lessons learned will be recorded and incorporated into the processes and procedures to be vetted across all CBP acquisitions.

Program Change 6 – De-Commissioning of JTF-West:**Description**

The FY 2022 President's Budget includes a decrease of \$0.5M to the JTF-W Program. The base for this program is 48 positions, 48 FTE, and is \$12.8M.

Justification

The reduction of \$0.5M will reduce the travel and temporary duty (TDY) budget for the JTF-West. The JTF-West will be fully de-commissioned with operations fully ended by the beginning of FY 2023. As CBP works to achieve the de-commissioning in FY 2022, less funding will be needed for travel and TDYs. Personnel will also be reassigned back to their operational organization.

Performance

This reduction is not expected to impact performance.

Program Change 7 – Enterprise Services Support Contracts:**Description**

The FY 2022 President's Budget includes an increase of \$4.9M for the partial restoration of the \$26.2M reduction taken in FY20 and FY21 to Enterprise Services (ES) Office of Information and Technology (OIT) Mission Support Contract funding. The base for these programs is \$120M.

Justification

The program increase will partially restore the reduction to ES OIT funding that was included in the FY 2021 President's Budget and subsequently enacted. The increase will partially restore funding to support CBP's mission critical functions such as cloud migration support and cybersecurity support. This will improve IT service delivery to mission customers and is necessary for CBP to ensure prompt response to the emerging cyber threats and evolving operational mission requirements for the Officers and Agents on the front lines.

The program funding level for IT contract support is currently \$120M. This includes data center technical support, network operations and enterprise operation center support, Technology Service Desk, cloud migration, network engineering, and architecture support. This technical support is critical to minimize the downtime of CBP's high value, mission critical applications and to ensure associated data queries quickly traverse through the network and data center to enable admissibility decisions on trade and travel by front line agents and officers. CBP must deliver services to some of the most remote areas of the United States and abroad. Service disruptions create potential security risks and tangible disruptions to the Nation's \$2.4 trillion economic supply chain; thus, CBP/OIT must deliver services and sustain operability to some of the most remote areas of the United States and abroad.

Performance

This funding enhances CBP's ability to continue cloud migration support and support of existing mission applications in the cloud, and increase vendor risk assessment, which reduces vulnerability to cyber-attacks.

Program Change 8 – Facilities Maintenance:**Description**

The FY 2022 President's Budget includes a decrease of \$11M for the sustainment of CBP's USBP facilities portfolio. The base for this program is \$352.6M.

Justification

The Office of Facilities and Asset Management (OFAM) realized cost savings in providing basic sustainment services at its USBP facilities. With this reduction, base funding will be sufficient to address three main areas - maintenance, repair, and operations. Maintenance support is addressed through regional maintenance contracts. These contracts address scheduled, reoccurring maintenance performed on facilities assets so that their warranties remain valid and to ensure assets reach their full useful life. Repair support addresses facility asset failures including minor repairs, deferred maintenance, and emergency repairs. Having adequate repair support is vital to ensure that USBP operations are not disrupted and to resolve asset failure at the earliest and lowest cost levels. Lastly, operations support includes funding on regional contracts which include trash removal, janitorial cleaning, landscaping, and snow removal.

Performance

This reduction will not impact CBP's ability to operate and maintain USBP facilities, but may delay efforts to address the deferred maintenance and repair backlog within the USBP facilities portfolio. In addition, the schedule for building system replacements, environmental compliance and remediation activities, mission critical minor alterations or improvements, and facility condition assessments will be delayed. CBP will use year-of-execution flexibilities to continue to ensure that its CBP-owned inventory, improvements and real property equipment remain operational to avoid degradations to CBP's mission.

Program Change 9 – HRM Resilience/Suicide Prevention Clinicians:**Description**

The FY 2022 President's Budget includes an increase of \$2.1M to fund on-site clinicians to support employee resiliency and suicide prevention. There is no base for this program.

Justification

An analysis of suicides among CBP employees showed domestic issues, alcohol/drug abuse, health issues, and job stressors as the most common drivers. On-site clinicians are a law enforcement best practice and help remove barriers for the workforce to seek help.

In May 2019, a CBP Assessment Team surveyed employees in El Paso, Texas to assess the stressors faced by employees and determine ways CBP could provide additional support. This assessment of the utilization of the Employee Assistance Program (EAP) supported the Team's recommendation to have EAP counselors on-site and readily available to CBP employees. Texas served as the pilot for three on-site EAP counselors in El Paso, Del Rio, and Rio Grande Valley sectors. Since November 2019, on-site EAP counselors have performed assessments; short-term counseling; referral; consultation with managers, supervisors, peer support team members or chaplains; in-person presentations/trainings; and immediate response to critical incidents.

The three on-site locations have experienced a 13 percent increase in EAP utilization since the pilot program began; on-site counseling visits have more than tripled and management consultations have doubled. In addition to creating an easier access point to services for employees, on-site counselors support workforce resiliency-building and help to create a safe space where CBP employees are encouraged to seek help and utilize services. The success of this pilot has increased the requests for on-site EAP counselors at other CBP locations. The contracted on-site clinicians will be located at up to 13 sectors/field offices.

Performance

This program will strengthen CBP's resiliency efforts, including suicide prevention, and supporting the operational readiness of the workforce. The mental and emotional health of CBP's workforce is critical to carry out mission requirements.

Program Change 10 – Land Port of Entry Furniture, Fixtures, and Equipment:

Description

The FY 2022 President's Budget includes an increase of \$12.5M to support the completion of active OFO facilities construction, improvements and prospectus projects. The base for this program is \$14.8M.

Justification

CBP is proceeding with the capital construction and modernization of critical OFO facilities, including District Field Offices, Port Offices, and Ports of Entry (POE) across the country. To ensure these OFO facilities are operational, CBP must provide funding for the build-out of mission-specific space and turn-key items to complete the capital projects, such as furniture, physical security, and voice and data communication. This program change will also fund the requirements associated with the John F. Kennedy Airport Building 77 prospectus project – funding for the initial improvement costs for this project were provided in the FY 2020 enactment.

Performance

The increase enables the successful and timely completion of critical POE and Port Office expansions, modernizations, and lease replacements to meet CBP's modern day operational mission requirements. These facilities are key infrastructure for CBP to execute one of its core mission goals – enhancing the U.S. economic competitiveness by enabling lawful trade and travel. Funding these facilities will reduce wait times for the processing of people and goods along the U.S. borders.

Program Change 11 – Medical Contract:**Description**

The FY 2022 President's Budget includes an increase of \$163.2M for CBP's Medical Contract. There is no base for the program.

Justification

Over the past few years, the United States has faced repeated surges of migrants arriving at the southern border that are driving a need for additional investment. Only a decade ago, the vast majority of individuals attempting to cross the border illegally were single adults from Mexico. Today, the proportion of non-Mexican families and children has been increasing. USBP does not have base funding to continue existing medical contract services efforts and mitigate the effects of potential subsequent migrant inflows. Additionally, the demographics of the current migrant flows are more costly to process than the historical flow that was mostly single adult males from Mexico.

In FY 2019, CBP began receiving appropriated funding, primarily through supplemental appropriations, to provide basic medical screening services to those in its custody. Currently, CBP does not have base funding to continue providing its existing medical contract services.

The funding requested will allow CBP to continue to provide medical care for those in its custody at priority non-overflow/non-surge USBP Stations and OFO POE locations along the Southwest border. Medical services for Southwest border individuals include intake health interviews, medical assessments, onsite diagnosis and treatment of basic medical conditions, medical referrals, follow-up care; enhanced medical monitoring; public health/infectious disease support; and exit health summaries. Medical assessments provided by this contract within CBP facilities support the health and safety of those in CBP's custody as well as frontline CBP employees.

Performance

The rendering of contracted medical services to individuals in CBP custody helps to mitigate the spread of communicable diseases, impacting the health and safety of CBP employees, those in custody, and the general public.

Program Change 12 – National Vetting Center Increase:**Description**

The FY 2022 Budget includes an increase of \$14.0M to fund the maintenance of existing programs and customer support, systems engineering enhancements, analytical tool developments, and expansion of NVC vetting programs, which operate in support of the National Vetting Enterprise (NVE). The base for the NVC is 10 positions, 10 FTE, and \$16.9M.

Justification

The request will fund systems operations and maintenance, engineering enhancements, analytical tool developments, and expansion of NVC vetting programs, closing additional capability gaps. Funds will further develop the core pieces of technology for the new vetting process, expand the scale and scope of the new vetting programs, and help identify new threat actors.

Performance

The increase in funds for FY 2022 will be leveraged to increase performance in several key areas, such as:

- Development of workflows and user interface for non-immigrant visa program for State Department and refugee program for USCIS;
- IT Security review of iterative technical enhancements;
- New “SecDevOps” capabilities that will automate development operations and increase the speed of delivery of new capabilities;
- Systems integration among customer systems on the unclassified network and vetting support agency systems operating on the SCI network;
- Program support to include stakeholder communications, requirements collection, interagency coordination, and project management;
- Cloud storage and processing costs in support of NVC system and associated data flows (development and production environments);
- Unclassified cloud environment costs to support unclassified development in a secure, authorized environment;
- Labor and infrastructure upgrades to current DHS cross domain transfers, cloud engineering, and networking. 24x7 help desk support;
- Development of additional digital access control policies;
- Development and implementation of a solution to provide counterintelligence and transnational organized crime support for vetting programs;
- O&M of NVC core system and ongoing ESTA program support, to include additional features requested by CBP customers;
- O&M and development of unclassified data flows and unified person correlation.

Program Change 13 – Non-Intrusive Inspection Systems:**Description**

The FY 2022 President’s Budget includes an increase of \$15.0M for Non-Intrusive Inspection (NII) Systems O&M. The base for this program is 55 positions, 55 FTE, and \$152.3M.

Justification

CBP continues to expand its NII capability and requires O&M support to ensure balanced investment across the technologies’ lifecycle. NII maintenance is essential to ensure operational availability and minimize equipment failure.

CBP awarded contracts and delivery orders to procure additional Large-Scale systems, Small Scale systems, and handheld systems with planned FY 2020 and FY 2021 deployment dates. The majority of the procurement contracts or delivery orders include initial operator training and an initial 12-month maintenance warranty to address integrated and logistics support requirements during the first-year post deployment.

The additional funding will allow CBP to continue maintenance and sustainment support for the systems in FY 2022 after initial warranties expire. Maintenance and sustainment support will be provided through CBP’s NII Maintenance Center, and integrated logistics support contracts with original equipment manufacturers and third-party maintenance personnel. The NII Maintenance Center will assist and guide CBP operators in performing system diagnostics or simple repairs, and to arrange preventative and corrective maintenance actions with the OEMs or third-party

maintenance personnel. Preventative maintenance will be performed according to the manufacturer's schedule (e.g., monthly, annually, etc.). Corrective maintenance support will be provided 24 hours a day, seven days a week, to perform unplanned corrective repairs in the field.

Performance

This funding increase will enable CBP to maintain an operational availability of equal to or greater than 95 percent across the entire fleet and the newly deployed NII systems; expand technological coverage with small-scale NII systems capable of detecting threats within baggage, parcels, passenger belongings, and confined spaces of conveyances; and improve CBP operators' ability to identify anomalies within NII images. Collectively, these maintenance and support activities will assist to increase the probability of detection and interdiction.

Program Change 14 – Office of Professional Responsibility Special Agents:**Description**

The FY 2022 President's Budget includes an increase of 350 positions, 175 FTE, and \$74.3M to hire, train, and equip 350 Special Agents for the Office of Professional Responsibility (OPR). The base for this program is 322 positions, 319 FTE, and \$81.4M, including 270 Special Agent Positions and 268 Special Agent FTE.

Justification

CBP OPR's investigative programs are essential to maintaining integrity and transparency in CBP's programs and operations. This substantial investment in investigative capability through an increase in criminal investigators (special agents) provides CBP with needed resources to appropriately address allegations of misconduct and criminal activity by Agency employees and contractors, and ensure timely feedback to complainants, the public, and Congress.

CBP currently has 237 Federal employees for every one OPR special agent; 170 of each 237 employees are frontline law enforcement positions. The DHS Homeland Security Advisory Council (HSAC) Integrity Advisory Panel issued a final report in March 2016 that recommended a minimum of 550 special agents assigned to OPR for the 44,000 frontline law enforcement personnel at the time of the report. The panel recommendation considered benchmarking of the New York City Police Department, Federal Bureau of Investigation, Immigration and Customs Enforcement, and legacy Customs Service in issuing the recommendation. The requested increase supports the overall intent of the HSAC report and recommendation. Increasing to 620 Special Agents would result in an approximate 74 to 1 ratio of CBP law enforcement officers and agents (Border Patrol Agents, Customs and Border Protection Officers, and Air and Marine Interdiction Agents) and make significant progress in supporting the Administration's cited goal of one special agent for every 30 CBP frontline law enforcement positions.

The additional personnel will help to ensure that DHS workforce complaints, including those related to white supremacy or ideological and non-ideological beliefs, are investigated expeditiously. CBP has experienced an increase in complaints, including a 14 percent increase in allegations between fiscal years 2019 and 2020. The increase in personnel will also allow CBP OPR to enhance its efforts to review use of force and other critical incidents, including vehicle pursuits resulting in injuries or death and in-custody deaths.

Performance

This increase in special agents will allow OPR to assign more agents to FBI Border Corruption Task Forces, increase agents assigned to busy and high-priority areas across the southwest border, and further develop a cadre of personnel with specialized skills to investigate in-custody deaths, use of force and critical incidents, sexual assaults, and fraud. Additionally, it will allow OPR to increase proactive investigations and expand to geographic areas where OPR currently has no assigned investigators.

Program Change 15 – Office of Training and Development Relocations:**Description**

The FY 2022 President's Budget includes a decrease of \$1.7M to the Office of Training and Development (OTD) relocations. The base funding for this program is 256 positions, 254 FTE, and \$69.2M.

Justification

CBP is proposing a reduction to OTD relocations because projections indicate that the relocations will not be required in FY 2022.

Relocations include both pay and non-pay funding. This funding supports the pay portion of relocations and is based on enter on duty (EOD) dates and the projected number of relocations required during each fiscal year. Course Developers/Instructors (CDI) positions within CBP OTD are Not-To-Exceed 3-5 years rotational positions - and the number of relocations is variable each fiscal year. Every CDI position starts with a 3-year agreement, which can be extended for two one-year extensions. CBP anticipates OTD will eliminate approximately 27 relocations with this reduction.

Performance

CBP's current CDI rotation projections indicate that OTD can forego these relocations in FY 2022, therefore no impact on performance is expected.

Program Change 16 – Operational Mobility Program:**Description**

The FY 2022 President's Budget includes a decrease of \$14.5M for USBP's Operational Mobility Program. The base for this program is \$64M.

Justification

USBP relocation and retention programs were underutilized in FY 2021 due to the pandemic, out of health concerns for our employees. USBP anticipates this underutilization extending into FY 2022. As the COVID-19 pandemic situation improves, the program will begin to resume at full capacity.

Performance

The decreased funding will not have a direct impact on the program during the year of execution. USBP leadership will revisit the program's mission/operational requirements once the pandemic subsides.

Program Change 17 – Overseas Personnel:**Description**

The FY 2022 President's Budget includes an increase of 3 positions, 2 FTE, and \$1.7M to fund deployment of Attachés in the Northern Triangle. The base for this program is 135 positions, 135 FTE, and \$37.1M.

Justification

The FY 2022 President's Budget includes an increase of 3 positions, 2 FTE, and \$1.671M to fund deployment of CBP Attachés in Guatemala, Honduras, and El Salvador. This funding supports CBP by providing the personnel needed to establish a permanent CBP presence in countries that significantly affect CBP's mission. Stronger strategic partnerships in the region promote prosperity and extend the U.S. zone of security by fostering customs reform, bolstering CBP information sharing and security agreements, and facilitating the legitimate trade and travel. This funding enables Office of International Affairs (INA) to replace current TDYs supporting these locations with permanent attachés in existing office space located at the Embassy, thereby reducing the overall cost associated with setting up a new office.

Performance

This funding supports CBP by providing the personnel needed to continue the momentum on recognized gains in the region over the past few years. CBP personnel in El Salvador, Guatemala, and Honduras creates the critical link needed to continue to network with local law enforcement and governments for crime prevention and migrant safety.

Program Change 18 – Remote Surveillance:**Description**

The FY 2022 President's Budget includes a decrease of \$2.2M for Remote Surveillance. The base for this program is 87 positions, 81 FTE, and \$2.2M.

Justification.

The \$4.2M for CBP remote surveillance projects and demonstrations provided in previous budgets included the following projects:

- *Maritime Detection Project (MDP)*: Consists of four surveillance radar systems in Detroit and on the eastern end of Lake Erie near Buffalo (NY), six commercial Radar-as-a-Government-Service feeds (RaaGs) on Lake Erie, and the Lake Ontario Expansion project to provide operational awareness of Lake Ontario. These radar systems along Lake Erie and Lake Ontario fill a critical maritime surveillance gap.

- *California Coastal Surveillance (CCS)*: CCS is a technology demonstration project to evaluate the effectiveness and usefulness of mobile and relocatable maritime radars to fill USBP's maritime surveillance gap along the California coast. CCS complements the existing MDP demonstration currently taking place in Buffalo and Detroit sectors.
- *Remote Surveillance Technology Innovation*: Remote Surveillance Technology Innovation is a demonstration to adapt and deliver off-the-shelf products that can be modified, tested, and delivered for use in relevant timeframes (generally six to 36 months). As stated in the name, this funding will allow CBP to innovate and try new technologies in order to find and deliver critical, innovative technology quickly and cost effectively and improve the overall CBP technology mix. It may also allow CBP to see where technologies can be scaled up/down or are not needed.

The \$2.2M reduction is possible because MDP transitioned to the Northern Border Remote Video Surveillance System (RVSS) program in FY 2021 and CCS will transition to the Northern Border RVSS program in FY 2022. Remote Surveillance Technology Innovation projects are also transitioned to programs if and when they are decided to be used operationally. For example, Innovative Towers were transitioned to the Autonomous Surveillance Tower program and Team Awareness Kits (TAK) were transitioned to the Border Patrol Enforcement System (BPES) program.

Performance

This decrease is not expected to impact performance.

Program Change 19 – Remote Video Surveillance System:

Description

The FY 2022 President's Budget includes a decrease of \$5.9M for the Remote Video Surveillance System (RVSS) program. The base for this program is 11 positions, 10 FTE, and \$32.9M.

Justification

The \$5.9M decrease is possible due to the following cost saving measures that have been put in place by the RVSS-U program management team.

- RVSS-Upgrade transition from Contractor Maintenance and Logistics Support (CMLS) to Organic Sustainment via FAA Logistics Center (FAALC) and Academy completed December 2020.
- Relocatable Towers Solar Power Deployments completed December 2020 have resulted in cost savings for 40 towers (fuel, equipment, maintenance labor).
- Transition to a centralized NOC/SOC for all operational RVSS-U systems.

CBP will also delay technology refresh on 20 relocatable towers in the Rio Grande Valley Sector. The service life is 10 years, with tech refresh planned at five years post deployment. Technology refresh will be revisited toward the end of the service life starting in FY 2027.

The remaining \$25.6M (non-pay) from the base will provide O&M support for the deployed systems from the RVSS upgrade program in the Tucson, Yuma, Rio Grande Valley, and Laredo (excluding Laredo North) Sectors, enhancing situational awareness of border activity through persistent surveillance and detection to facilitate proper law enforcement resolution in those sectors.

Performance

As a result of this program decrease, RVSS may experience longer downtime due to equipment failures, resulting in a lower operational availability; however, CBP feels this is an acceptable risk.

Program Change 20 – Rescue Beacons:**Description**

The FY 2022 President's Budget includes an increase of \$1.5M for Rescue Beacons. There is no base for this program.

Justification

With increased activity at the southwest border, this request to fund additional rescue beacons would greatly assist in locating migrants during a medical and rescue emergency. Rescue Beacons are highly visible for miles, and easy to operate, as they alert the dispatching centers/agents to the locations to assess the situations at hand and save the lives of those in distress.

Performance

The increase in funding will allow for additional rescue beacons at strategic locations, in remote areas where migrants travel on foot. This device would allow for Border Patrol rescue teams to locate and provide assistance to migrants in distress.

Program Change 21 – Seized Currency and Asset Tracking System (O&M):**Description**

FY 2022 President's Budget includes \$6.0M for Seized Currency and Asset Tracking System (SEACATS) O&M. There is no CBP base for this program.

Justification

SEACATS is the single repository for all inventory and case information related to seized and forfeited property, fines, penalties, and liquated damages for CBP and Other Government Agencies (OGA).

SEACATS has historically been funded primarily by the Treasury Forfeiture Fund, which is overseen by the Department of the Treasury's (Treasury) Executive Office for Asset Forfeiture (TEOAF). TEOAF has informed CBP that they can no longer sustain the full cost of SEACATS maintenance due to other priorities. Treasury has instructed CBP to identify an alternative SEACATS funding strategy for upcoming fiscal years.

Funding for SEACATS is needed to maintain consistent SEACATS system performance through urgent software patching, and engineering support including but not limited to data maintenance, and code updates to reflect ongoing policy changes in seizure law.

Performance

This funding allows CBP to maintain the SEACATS system, allowing CBP to securely and effectively account for and track seized property.

Program Change 22 – Systems, Applications and Products Governance Risk Compliance Tool:

Description

The FY 2022 President's Budget includes an increase of \$1.0M for the Systems, Applications and Products (SAP) Governance Risk Compliance Tool. The base for this program is 28 positions, 26 FTE, and \$15.1M.

Justification

This funding will provide O&M for CBP's financial system of record, SAP, and expand the Governance, Risk, and Compliance (GRC) solution to efficiently monitor and manage risk around SAP. CBP received audit findings on system access, separation of duties and access re-certifications. CBP implemented the GRC solution to mitigate these identified risks and meet its corrective action plan.

The FY 2022 Budget will enable the sustainment of software licensing and maintenance and contract support for continued expansion of the GRC solution, to include automated provisioning for CBP financial system users and implementation of Process Control functionality to systemically monitor internal controls. Continual monitoring of CBP financial system internal controls will strengthen the delivery of the financial systems ability to provide financial support to all CBP employees. The GRC expansion will:

- Ensure continuous monitoring of internal controls and risk management for compliance with OMB Circular A-123;
- Implement automatic controls testing with management reports and dashboards.
- Enable CBP to focus resources on high impact processes, regulations, and risks.
- Develop a built-in repository to manage policies, procedures and legal regulations applicable to business processes.
- Develop links between internal controls and policies with ongoing business activities and risks.
- Automate the user access requests and approval processes ensuring a business justification for all system accesses granted; and
- Implement increased Audit Support capability and contribute to improved user access and recertification mandates.

Performance

The FY 2022 funding will allow CBP to mature and maintain the GRC solution, improving risk management, internal controls and internal control monitoring. This effort enables CBP to maintain and improve strong internal controls and protect the integrity of CBP's financial systems. Failure to maintain adequate levels of system security leads to unacceptable vulnerabilities and places the integrity of CBP's financial record at risk.

Program Change 23 – TACCOM Modernization:**Description**

The FY 2022 President's Budget includes a decrease of \$10.0M for the Tactical Communications (TACCOM) Modernization Program. The base for this program is 20 positions, 17 FTE, and \$23.7M.

Justification

In support of the mission to secure the Nation's borders against illegal entry of people and goods while facilitating legitimate travel and trade, CBP operates one of the largest Land Mobile Radio (LMR) tactical voice communications infrastructures in the Federal Government. Tactical communication capabilities are essential in coordinating mission activities and protecting the safety of more than 46,000 CBP law enforcement agents and officers. These border protection professionals operate in remote areas where their radio is often their only communications channel to coordinate activities or summon assistance.

The TACCOM Modernization Program, a Level 1 Major IT Investment, upgraded existing LMR systems, including component equipment, to improve interoperability, coverage, capacity, reliability, and encryption, and provide critical communications support to the agents and officers who secure the Nation's borders. The program achieved Full Operational Capability (FOC) and continues to provide LMR system maintenance that includes operation, sustainment, and performance monitoring to ensure reliable and consistent border protection communications.

CBP is able to propose a reduction to TALMEC in FY 2022 because the system is at FOC and is not reliant on funding for systems development and deployment. CBP will manage customer requirements in FY 2022 to avoid risks to the program.

Performance

The decrease is not expected to immediately impact performance. TACCOM will continue to maintain and sustain LMR availability. Funding shortfall mitigation will include prioritization of customer requirements:

- Partial LMR system maintenance-operation, sustainment/upgrade, performance monitoring, to maintain reliable/consistent border protection communications.
- Circuit costs to maintain mission critical voice communications capabilities impacting Northern and Southern border sectors.
- Partial system maintenance manpower support for Enterprise Network and Technology Support Directorate and the Field Support Directorate.

- Partial engineering, logistics and program management support to manage LMR requirements that address tactical communication gaps and deficiencies, and partial LMR test laboratory operation and sustainment.

Program Change 24 – Training:**Description**

The FY 2022 President's Budget includes an increase of \$10.2M to fund basic and advanced training. The base for this program is 614 Positions, 609 FTEs and \$220.8M.

Justification

This increase will support training across CBP's training portfolio.

\$2.4M will correct a base training shortfall for Border Patrol Agents.

\$2.3M will support increased basic training throughput for U.S. Customs and Border Protection Officers (CBPO) and Agriculture Specialist training backlogs. Additionally, this funding will support increased basic and transition throughput for CBP's Global Trade Specialist training; canine purchasing to support canine training teams, and advanced training throughput for classes that were cancelled in FY2021 due to COVID-19 that are required to execute CBP's law enforcement mission.

\$2.4M will support basic training for Air and Marine Agents and the cost associated with increased seats from 144 to 168. Additionally, this funding will support the Office of Intelligence's basic CBP Intelligence Support to Operations Course, to maintain a continuous understanding of the dynamic and asymmetric global threat environment, CBP must enhance its ability to collect, analyze, and appropriately share intelligence and information.

\$3.1M will support the training delivery of specialized skills and technical training across all occupations.

Performance

This funding increase will support training requirements across the CBP workforce. Funding will support improvements in performance measures associated with the operational mission to Secure and Manage our Borders. In recent years, CBP's use of force has fallen under intense scrutiny from the media, elected officials and non-governmental agencies. In response to the scrutiny, and as part of an effort of continual improvement, CBP has committed to increased use of force training, accountability, and transparency. Funding is necessary to develop and maintain a workforce with the correct skillsets to mitigate the threats from terrorists and to prevent contraband from entering the U.S, while facilitating the legal flow of people and trade. Funding will also strengthen the capabilities of CBP to recruit, retain and develop a talented workforce to achieve the Strategic Objective of Talent Acquisition and Workforce Development for CBP's 2021-2026 strategy.

Program Change 25 – Transportation Program:**Description**

The FY 2022 President's Budget includes an increase of \$31.1M for the CBP Transportation Program. The base for this program is \$45.2M.

Justification

The CBP Transportation program is an integrated system of contracted services to support CBP transportation needs on the Southern Border, including transportation services for the transfer of detainees, necessary medical services for detainees, and CBP facility guard services. This program significantly reduces the number of CBP agents and officers required for securing and transporting detainees, which allows them to focus on critical frontline law enforcement operations. Total vehicle funding will allow the program to conduct a projected 70 percent of all detainee transports across the southern border. The additional funding for the CBP Transportation contract will support the anticipated increase in transportation requirements. Due to the high volume of family units and unaccompanied children at the southwest border, an increase in flights, ground transportation, and facility guarding is required to transport and secure detainees.

Performance

The increased support will provide two daily flights, and ground transportation to support up to 270 detainees daily.

Operations and Support

Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Mission Support	4,802	4,791	\$857,399	\$178.96	4,806	4,798	\$890,474	\$185.59	5,133	4,939	\$941,478	\$190.62	327	141	\$51,004	\$5.03
Border Security Operations	21,699	21,549	\$3,758,371	\$174.41	21,999	21,699	\$3,841,959	\$177.06	22,224	22,013	\$4,030,848	\$183.11	225	314	\$188,889	\$6.06
Trade and Travel Operations	20,997	20,542	\$3,372,709	\$164.19	20,786	20,438	\$3,558,109	\$174.09	20,937	20,615	\$3,677,929	\$178.41	151	177	\$119,820	\$4.32
Integrated Operations	2,602	2,587	\$474,276	\$183.33	2,620	2,614	\$479,928	\$183.60	2,608	2,607	\$495,816	\$190.19	(12)	(7)	\$15,888	\$6.59
Total	50,100	49,469	\$8,462,755	\$171.07	50,211	49,549	\$8,770,470	\$177.01	50,902	50,174	\$9,146,071	\$182.29	691	625	\$375,601	\$5.28
Subtotal Discretionary - Appropriation	50,100	49,469	\$8,462,755	\$171.07	50,211	49,549	\$8,770,470	\$177.01	50,902	50,174	\$9,146,071	\$182.29	691	625	\$375,601	\$5.28

The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel.

Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$4,844,098	\$4,967,563	\$5,131,365	\$163,802
11.3 Other than Full-time Permanent	\$11,220	\$10,047	\$10,348	\$301
11.5 Other Personnel Compensation	\$898,525	\$950,470	\$977,997	\$27,527
12.1 Civilian Personnel Benefits	\$2,708,912	\$2,842,390	\$3,026,361	\$183,971
Total - Personnel Compensation and Benefits	\$8,462,755	\$8,770,470	\$9,146,071	\$375,601
Positions and FTE				
Positions - Civilian	50,100	50,211	50,902	691
FTE - Civilian	49,469	49,549	50,174	625

Operations and Support
Permanent Positions by Grade – Appropriation
(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Total, SES	125	105	105	-
GS-15	927	740	747	7
GS-14	3,554	3,084	3,172	88
GS-13	9,765	9,638	9,801	163
GS-12	26,420	26,508	26,640	132
GS-11	2,567	3,249	3,426	177
GS-10	450	536	536	-
GS-9	2,919	2,893	2,897	4
GS-8	37	113	113	-
GS-7	2,436	2,354	2,355	1
GS-6	126	213	213	-
GS-5	726	726	845	119
GS-4	32	35	35	-
GS-3	16	16	16	-
GS-2	-	1	1	-
Total Permanent Positions	50,100	50,211	50,902	691
Total Perm. Employment (Filled Positions) EOY	50,819	50,332	50,902	570
Unfilled Positions EOY	(719)	(121)	-	121
Position Locations				
Headquarters Civilian	5,948	6,037	6,121	84
U.S. Field Civilian	43,376	43,374	43,971	597
Foreign Field Civilian	776	800	810	10
Averages				
Average Personnel Costs, ES Positions	\$247,426	\$247,426	\$255,096	\$7,670
Average Personnel Costs, GS Positions	\$158,942	\$158,942	\$163,869	\$4,927
Average Grade, GS Positions	12	12	12	-

Operations and Support Non Pay Budget Exhibits

Non Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Mission Support	\$1,001,306	\$988,563	\$982,239	(\$6,324)
Border Security Operations	\$957,173	\$1,027,474	\$1,137,030	\$109,556
Trade and Travel Operations	\$1,416,324	\$1,410,947	\$1,456,726	\$45,779
Integrated Operations	\$694,841	\$711,469	\$704,743	(\$6,726)
Total	\$4,069,644	\$4,138,453	\$4,280,738	\$142,285
Subtotal Discretionary - Appropriation	\$4,069,644	\$4,138,453	\$4,280,738	\$142,285

Non Pay by Object Class*(Dollars in Thousands)*

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$135,428	\$109,365	\$117,918	\$8,553
22.0 Transportation of Things	\$15,308	\$13,287	\$19,822	\$6,535
23.1 Rental Payments to GSA	\$641,831	\$666,921	\$647,911	(\$19,010)
23.2 Rental Payments to Others	\$45,171	\$52,296	\$52,297	\$1
23.3 Communications, Utilities, & Miscellaneous	\$103,429	\$109,387	\$110,126	\$739
24.0 Printing and Reproduction	\$2,844	\$2,931	\$2,905	(\$26)
25.1 Advisory & Assistance Services	\$2,238	\$1,505,587	\$1,499,805	(\$5,782)
25.2 Other Services from Non-Federal Sources	\$1,628,425	\$1,001,468	\$1,152,718	\$151,250
25.3 Other Purchases of goods and services	\$79,396	\$51,308	\$51,308	-
25.4 Operations & Maintenance of Facilities	\$229,934	\$331,701	\$310,620	(\$21,081)
25.6 Medical Care	\$20,434	\$13,748	\$13,748	-
25.7 Operation & Maintenance of Equipment	\$352,465	\$273,177	\$261,657	(\$11,520)
25.8 Subsistence and Support of Persons	-	\$4,215	\$4,215	-
26.0 Supplies & Materials	\$284,674	-	\$2,035	\$2,035
31.0 Equipment	\$525,049	-	\$18,068	\$18,068
32.0 Land and Structures	-	-	\$12,523	\$12,523
42.0 Insurance Claims and Indemnities	\$2,938	\$3,062	\$3,062	-
94.0 Financial Transfers	\$80	-	-	-
Total - Non Pay Budget Object Class	\$4,069,644	\$4,138,453	\$4,280,738	\$142,285

*Mission Support – PPA***Budget Comparison and Adjustments****Comparison of Budget Authority and Request***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Enterprise Services	3,563	3,555	\$1,537,332	3,259	3,252	\$1,472,264	3,162	3,151	\$1,431,212	(97)	(101)	(\$41,052)
Office of Professional Responsibility	600	597	\$209,052	600	600	\$212,693	1,019	836	\$291,380	419	236	\$78,687
Executive Leadership and Oversight	639	639	\$112,321	947	946	\$194,080	952	952	\$201,125	5	6	\$7,045
Total	4,802	4,791	\$1,858,705	4,806	4,798	\$1,879,037	5,133	4,939	\$1,923,717	327	141	\$44,680
Subtotal Discretionary - Appropriation	4,802	4,791	\$1,858,705	4,806	4,798	\$1,879,037	5,133	4,939	\$1,923,717	327	141	\$44,680

PPA Level I Description

The Mission Support program provides enterprise leadership, management, and business administrative services that sustain the day-to-day back office operations. Key capabilities include managing the agency's performance, finances, workforce, physical and personnel security, acquisition of goods and services, information technology, property and assets, communications, legal affairs, and administration.

This PPA contains the following Level II PPAs:

Enterprise Services (ES): ES is the primary steward of the public's funding within CBP. Its programs are geared towards effective, efficient use of funding, materials, space, and resources to achieve success in CBP's mission.

Office of Professional Responsibility (OPR): OPR ensures compliance with agency-wide programs and policies related employee and contractor suitability and integrity, investigating allegations of misconduct and mismanagement, overseeing the physical, information, industrial, and operational security programs, and executing CBP's internal security and integrity awareness programs.

Executive Leadership and Oversight: The Executive Leadership and Oversight PPA encompasses the capabilities and activities that support the determination of long-term agency goals, managing the effectiveness of the agency, and improving capabilities and services.

Mission Support – PPA
Budget Authority and Obligations
(Dollars in Thousands)

	FY 2020	FY 2021	FY 2022
Enacted/Request	\$1,858,705	\$1,879,037	\$1,923,717
Carryover - Start of Year	\$37,763	\$21,920	-
Recoveries	\$20,014	\$281	-
Rescissions to Current Year/Budget Year	-	-	-
Net Sequestered Resources	-	-	-
Reprogramming/Transfers	(\$4,188)	\$3,274	-
Supplementals	-	-	-
Total Budget Authority	\$1,912,294	\$1,904,512	\$1,923,717
Collections - Reimbursable Resources	\$140,247	\$140,802	\$140,802
Collections - Other Sources	-	-	-
Total Budget Resources	\$2,052,541	\$2,045,314	\$2,064,519
Obligations (Actual/Estimates/Projections)	\$1,829,837	\$2,045,314	\$2,064,519
Personnel: Positions and FTE			
Enacted/Request Positions	4,802	4,806	5,133
Enacted/Request FTE	4,791	4,798	4,939
Onboard and Actual FTE			
Onboard (Actual/Estimates/Projections)	5,422	4,875	5,133
FTE (Actual/Estimates/Projections)	5,045	4,867	4,933

Mission Support – PPA
Summary of Budget Changes
(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	4,802	4,791	\$1,858,705
FY 2021 Enacted	4,806	4,798	\$1,879,037
FY 2022 Base Budget	4,806	4,798	\$1,879,037
Technical Adjustment	69	61	-
Total Technical Changes	69	61	-
Realignment for Laboratories and Scientific Services Directorate	(1)	(1)	(\$178)
Realignment for Trade Relations	1	1	\$141
Realignment of Program Management Office Directorate	(13)	(13)	(\$2,932)
Realignment of Regulatory Reform Attorneys	(2)	(1)	(\$250)
Realignment of Technology Training Support Branch	(23)	(23)	(\$3,934)
Realignment of Wireless Services Program Division (WSPD) Positions	(62)	(62)	(\$10,659)
Total Transfers	(100)	(99)	(\$17,812)
Civilian Pay Raise Total	-	-	\$18,221
Annualization of Prior Year Pay Raise	-	-	\$9,339
FERS Adjustment	-	-	\$9,282
FPS Fee Adjustment	-	-	(\$518)
Adjustments for Rent-Related Expenses	-	-	(\$2,719)
Annualization of FY 2021 Processing Coordinators	-	-	\$412
Civilian Pay Raise Offset	-	-	(\$298)
Correct CBP Base Pay	-	-	\$587
Non-Recur Acquisition Inflation	-	-	(\$2,301)
Non-Recur Child and Backup Care	-	-	(\$742)
Non-Recur Cloud Migration	-	-	(\$10,516)
Non-Recur COSS Transformation Initiative	-	-	(\$900)
Non-Recur HRM Recruitment/Applicant Processing	-	-	(\$10,000)
Non-Recur Innovative Technology	-	-	(\$25,000)

Operations and Support**Mission Support – PPA**

Non-Recur of FY21 Processing Coordinators	-	-	(\$7,112)
Non-Recur of Program Increase	-	-	(\$823)
Non-Recur Rescue Beacons	-	-	(\$2,000)
Non-Recur Tribal Border Roads	-	-	(\$5,000)
Total Pricing Changes	-	-	(\$30,088)
Total Adjustments-to-Base	(31)	(38)	(\$47,900)
FY 2022 Current Services	4,775	4,760	\$1,831,137
Border Patrol Processing Coordinators	2	1	\$1,180
Building Government Acquisition Capability	6	3	-
Enterprise Services Support Contracts	-	-	\$4,860
HRM Resilience/Suicide Prevention Clinicians	-	-	\$2,100
Office of Professional Responsibility Special Agents	350	175	\$74,340
Seized Currency and Asset Tracking (O&M)	-	-	\$6,000
Systems, Applications and Products Governance Risk Compliance Tool	-	-	\$1,000
Training	-	-	\$3,100
Total Program Changes	358	179	\$92,580
FY 2022 Request	5,133	4,939	\$1,923,717
FY 2021 TO FY 2022 Change	327	141	\$44,680

Mission Support – PPA Personnel Compensation and Benefits

Pay Summary (Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Enterprise Services	3,563	3,555	\$626,191	\$176.14	3,259	3,252	\$612,329	\$188.29	3,162	3,151	\$619,556	\$196.62	(97)	(101)	\$7,227	\$8.33
Office of Professional Responsibility	600	597	\$126,045	\$211.13	600	600	\$132,202	\$220.34	1,019	836	\$168,938	\$202.08	419	236	\$36,736	(\$18.26)
Executive Leadership and Oversight	639	639	\$105,163	\$164.57	947	946	\$145,943	\$154.27	952	952	\$152,984	\$160.70	5	6	\$7,041	\$6.42
Total	4,802	4,791	\$857,399	\$178.96	4,806	4,798	\$890,474	\$185.59	5,133	4,939	\$941,478	\$190.62	327	141	\$51,004	\$5.03
Subtotal Discretionary - Appropriation	4,802	4,791	\$857,399	\$178.96	4,806	4,798	\$890,474	\$185.59	5,133	4,939	\$941,478	\$190.62	327	141	\$51,004	\$5.03

Pay by Object Class (Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$556,948	\$567,587	\$591,367	\$23,780
11.3 Other than Full-time Permanent	\$2,486	\$3,393	\$3,461	\$68
11.5 Other Personnel Compensation	\$12,097	\$19,381	\$19,756	\$375
12.1 Civilian Personnel Benefits	\$285,868	\$300,113	\$326,894	\$26,781
Total - Personnel Compensation and Benefits	\$857,399	\$890,474	\$941,478	\$51,004
Positions and FTE				
Positions - Civilian	4,802	4,806	5,133	327
FTE - Civilian	4,791	4,798	4,939	141

Mission Support – PPA Non Pay Budget Exhibits

Non Pay Summary *(Dollars in Thousands)*

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Enterprise Services	\$911,141	\$859,935	\$811,656	(\$48,279)
Office of Professional Responsibility	\$83,007	\$80,491	\$122,442	\$41,951
Executive Leadership and Oversight	\$7,158	\$48,137	\$48,141	\$4
Total	\$1,001,306	\$988,563	\$982,239	(\$6,324)
Subtotal Discretionary - Appropriation	\$1,001,306	\$988,563	\$982,239	(\$6,324)

Non Pay by Object Class*(Dollars in Thousands)*

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$18,722	\$20,987	\$27,257	\$6,270
22.0 Transportation of Things	\$713	\$427	\$6,762	\$6,335
23.1 Rental Payments to GSA	\$128,943	\$143,932	\$141,239	(\$2,693)
23.2 Rental Payments to Others	\$421	\$1,943	\$1,943	-
23.3 Communications, Utilities, & Miscellaneous	\$43,104	\$43,261	\$43,772	\$511
24.0 Printing and Reproduction	\$2,807	\$2,900	\$2,873	(\$27)
25.1 Advisory & Assistance Services	-	\$370,933	\$370,932	(\$1)
25.2 Other Services from Non-Federal Sources	\$457,408	\$264,002	\$238,497	(\$25,505)
25.3 Other Purchases of goods and services	\$28,344	\$12,431	\$12,430	(\$1)
25.4 Operations & Maintenance of Facilities	\$46,217	\$53,450	\$52,747	(\$703)
25.6 Medical Care	\$20,368	\$13,748	\$13,748	-
25.7 Operation & Maintenance of Equipment	\$48,628	\$57,235	\$46,719	(\$10,516)
25.8 Subsistence and Support of Persons	-	\$252	\$252	-
26.0 Supplies & Materials	\$48,317	-	\$1,913	\$1,913
31.0 Equipment	\$154,364	-	\$18,019	\$18,019
32.0 Land and Structures	-	-	\$74	\$74
42.0 Insurance Claims and Indemnities	\$2,938	\$3,062	\$3,062	-
94.0 Financial Transfers	\$12	-	-	-
Total - Non Pay Budget Object Class	\$1,001,306	\$988,563	\$982,239	(\$6,324)

Enterprise Services – PPA Level II**Budget Comparison and Adjustments****Comparison of Budget Authority and Request***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Enterprise Services	3,563	3,555	\$1,537,332	3,259	3,252	\$1,472,264	3,162	3,151	\$1,431,212	(97)	(101)	(\$41,052)
Total	3,563	3,555	\$1,537,332	3,259	3,252	\$1,472,264	3,162	3,151	\$1,431,212	(97)	(101)	(\$41,052)
Subtotal Discretionary - Appropriation	3,563	3,555	\$1,537,332	3,259	3,252	\$1,472,264	3,162	3,151	\$1,431,212	(97)	(101)	(\$41,052)

PPA Level II Description

Enterprise Services serves an integral role as the mission support core for CBP by providing the necessary goods and services required by operational personnel and business partners to fulfill mission goals. This support includes essential financial management services; budgeting; all asset-related programs, including fleet, uniforms, personal property, and seized and forfeited property; mail; the CBP printing program; information technology management; acquisition oversight; and Real Property management. ES also serves as the accountability office for CBP and assesses the strategic and programmatic performance to assist leadership in understanding how performance, cost, and risk intersect within CBP.

The following table shows the funding profile for Enterprise Services offices and activities. In addition to the funding in the table below, the Office of Training and Development (OTD) offers courses funded from the Border Security Training & Development PPA, the Trade & Travel Training & Development PPA, and the Integrated Operations Training & Development PPA.

Office <i>(Dollars in Thousands)</i>	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
Office of the Executive Assistant Commissioner	\$18,842	\$19,126	\$15,530	(\$4,133)
Office of Accountability	\$17,132	\$17,590	\$18,277	\$1,239
Office of Programming	\$1,832	\$1,872	\$1,976	\$104
Office of Acquisition	\$81,253	\$86,228	\$86,137	(\$91)
Office of Human Resources Management	\$253,828	\$260,257	\$247,829	(\$12,428)
Office of Finance	\$74,417	\$3,274*	\$3,274*	\$0

Mission Support – PPA**Enterprise Services – PPA II**

Office <i>(Dollars in Thousands)</i>	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
Office of Facilities & Asset Management	\$378,827	\$378,598	\$373,717	(\$4,881)
Office of Information & Technology	\$560,308	\$589,573	\$604,869	\$15,281
Office of Training and Development	\$58,058	\$60,726	\$62,242	\$1,516
Office of the Commissioner	\$43,129	\$40,000	\$15,000	(\$25,000)
United States Border Patrol	\$27,190	\$12,659	\$0	(\$12,659)
Laboratory & Scientific Services Directorate	\$3,861	\$2,361	\$2,361	\$0
Planning, Analysis, and Requirements Evaluation Division	\$200	\$0	\$0	\$0
Working Capital Fund	\$18,455	\$0	\$0	\$0
Total	\$1,537,332	\$1,472,264	\$1,431,212	(\$41,052)

*Reflects Harbor Maintenance funding to be executed by the Office of Finance.

Additional OTD Funding

In addition to the OTD included in this PPA, Operational Training and Academy courses are funded in the following PPAs:

PPA <i>(Dollars in Thousands)</i>	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
Border Security Training & Development	\$60,236	\$62,146	\$69,225	\$7,079
Trade & Travel Training & Development	\$65,515	\$65,445	\$71,023	\$5,578
Integrated Operations Training & Development	\$6,886	\$9,210	\$12,523	\$3,313
Total	\$132,637	\$136,801	\$152,771	\$15,970

Enterprise Services – PPA Level II
Summary of Budget Changes
(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	3,563	3,555	\$1,537,332
FY 2021 Enacted	3,259	3,252	\$1,472,264
FY 2022 Base Budget	3,259	3,252	\$1,472,264
Total Technical Changes	-	-	-
Realignment for Laboratories and Scientific Services Directorate	(1)	(1)	(\$178)
Realignment for the Commissioner	(6)	(6)	(\$1,114)
Realignment of Mission Support Staff	-	-	(\$49)
Realignment of Program Management Office Directorate	(13)	(13)	(\$2,932)
Realignment of Technology Training Support Branch	(23)	(23)	(\$3,934)
Realignment of Wireless Services Program Division (WSPD) Positions	(62)	(62)	(\$10,659)
Total Transfers	(105)	(105)	(\$18,866)
Civilian Pay Raise Total	-	-	\$12,527
Annualization of Prior Year Pay Raise	-	-	\$6,314
FERS Adjustment	-	-	\$6,715
FPS Fee Adjustment	-	-	(\$518)
Adjustments for Rent-Related Expenses	-	-	(\$2,719)
Annualization of FY 2021 Processing Coordinators	-	-	\$77
Civilian Pay Raise Offset	-	-	\$201
Non-Recur Acquisition Inflation	-	-	(\$2,301)
Non-Recur Child and Backup Care	-	-	(\$742)
Non-Recur Cloud Migration	-	-	(\$10,516)
Non-Recur HRM Recruitment/Applicant Processing	-	-	(\$10,000)
Non-Recur Innovative Technology	-	-	(\$25,000)
Non-Recur of FY21 Processing Coordinators	-	-	(\$4,928)
Non-Recur of Program Increase	-	-	(\$823)
Non-Recur Rescue Beacons	-	-	(\$2,000)

Mission Support – PPA**Enterprise Services – PPA II**

Non-Recur Tribal Border Roads	-	-	(\$5,000)
Total Pricing Changes	-	-	(\$38,713)
Total Adjustments-to-Base	(105)	(105)	(\$57,579)
FY 2022 Current Services	3,154	3,147	\$1,414,685
Border Patrol Processing Coordinators	2	1	\$467
Building Government Acquisition Capability	6	3	-
Enterprise Services Support Contracts	-	-	\$4,860
HRM Resilience/Suicide Prevention Clinicians	-	-	\$2,100
Seized Currency and Asset Tracking (O&M)	-	-	\$6,000
Training	-	-	\$3,100
Total Program Changes	8	4	\$16,527
FY 2022 Request	3,162	3,151	\$1,431,212
FY 2021 TO FY 2022 Change	(97)	(101)	(\$41,052)

Enterprise Services – PPA Level II Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Enterprise Services	3,563	3,555	\$626,191	\$176.14	3,259	3,252	\$612,329	\$188.29	3,162	3,151	\$619,556	\$196.62	(97)	(101)	\$7,227	\$8.33
Total	3,563	3,555	\$626,191	\$176.14	3,259	3,252	\$612,329	\$188.29	3,162	3,151	\$619,556	\$196.62	(97)	(101)	\$7,227	\$8.33
Subtotal Discretionary - Appropriation	3,563	3,555	\$626,191	\$176.14	3,259	3,252	\$612,329	\$188.29	3,162	3,151	\$619,556	\$196.62	(97)	(101)	\$7,227	\$8.33

Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$391,563	\$374,949	\$371,290	(\$3,659)
11.3 Other than Full-time Permanent	\$1,656	\$2,892	\$2,945	\$53
11.5 Other Personnel Compensation	\$4,754	\$11,641	\$11,786	\$145
12.1 Civilian Personnel Benefits	\$228,218	\$222,847	\$233,535	\$10,688
Total - Personnel Compensation and Benefits	\$626,191	\$612,329	\$619,556	\$7,227
Positions and FTE				
Positions - Civilian	3,563	3,259	3,162	(97)
FTE - Civilian	3,555	3,252	3,151	(101)

Pay Cost Drivers

Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Border Patrol Agent	22	\$4,007	\$182.14	22	\$3,918	\$178.09	22	\$4,041	\$183.68	-	\$123	\$5.59
CBP Officer	14	\$2,425	\$173.21	14	\$2,371	\$169.36	14	\$2,445	\$174.64	-	\$74	\$5.29
Non-LEO Personnel	3,519	\$519,467	\$147.62	3,216	\$504,159	\$156.77	3,115	\$519,862	\$166.89	(101)	\$15,703	\$10.12
Workers Compensation	-	\$100,292	-	-	\$101,881	-	-	\$93,208	-	-	(\$8,673)	-
Total – Pay Cost Drivers	3,555	\$626,191	\$176.14	3,252	\$612,329	\$188.29	3,151	\$619,556	\$196.62	(101)	\$7,227	\$8.33

Explanation of Pay Cost Drivers

Border Patrol Agent: This cost driver funds the salaries and benefits of BPAs. FY 2022 changes reflect increases to the agency's FERS Contribution, annualization of the FY 2021 Pay Raise, and the FY 2022 Pay Raise.

CBP Officer: This cost driver funds the salaries and benefits of CBPOs. FY 2022 changes reflect increases to the agency's FERS Contribution, annualization of the FY 2021 Pay Raise, and the FY 2022 Pay Raise.

Non-LEO Personnel: This cost driver funds the salaries and benefits of non-Law Enforcement Officer personnel. FY 2022 changes reflect increases to the agency's FERS Contribution, annualization of the FY 2021 Pay Raise, the FY 2022 Pay Raise, the Civilian Pay Raise Offset, and the Building Government Acquisition Capability program change. Also included in the FY 2022 changes are decreases associated with the Realignment of Mission Support Staff, the Realignment for Laboratories and Scientific Services Directorate, the Realignment of Technology Training Support Branch, the Realignment of Program Management Office Directorate, the Realignment of WSPD Positions, and the Realignment for the Commissioner.

Workers Compensation: This cost drivers funds workers compensation charges. FY 2022 changes reflect an overall decrease in expected costs.

Enterprise Services – PPA Level II
Non Pay Budget Exhibits

Non Pay Summary
(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Enterprise Services	\$911,141	\$859,935	\$811,656	(\$48,279)
Total	\$911,141	\$859,935	\$811,656	(\$48,279)
Subtotal Discretionary - Appropriation	\$911,141	\$859,935	\$811,656	(\$48,279)

Non Pay by Object Class*(Dollars in Thousands)*

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$13,479	\$15,536	\$18,654	\$3,118
22.0 Transportation of Things	\$648	\$412	\$412	-
23.1 Rental Payments to GSA	\$128,943	\$143,932	\$141,239	(\$2,693)
23.2 Rental Payments to Others	\$421	\$745	\$745	-
23.3 Communications, Utilities, & Miscellaneous	\$41,067	\$42,036	\$42,037	\$1
24.0 Printing and Reproduction	\$2,801	\$2,900	\$2,873	(\$27)
25.1 Advisory & Assistance Services	-	\$284,195	\$284,195	-
25.2 Other Services from Non-Federal Sources	\$380,449	\$234,421	\$196,774	(\$37,647)
25.3 Other Purchases of goods and services	\$28,344	\$11,011	\$11,011	-
25.4 Operations & Maintenance of Facilities	\$46,217	\$53,450	\$52,747	(\$703)
25.6 Medical Care	\$20,368	\$13,748	\$13,748	-
25.7 Operation & Maintenance of Equipment	\$48,628	\$57,235	\$46,719	(\$10,516)
25.8 Subsistence and Support of Persons	-	\$252	\$252	-
26.0 Supplies & Materials	\$47,171	-	\$73	\$73
31.0 Equipment	\$149,667	-	\$41	\$41
32.0 Land and Structures	-	-	\$74	\$74
42.0 Insurance Claims and Indemnities	\$2,938	\$62	\$62	-
Total - Non Pay Budget Object Class	\$911,141	\$859,935	\$811,656	(\$48,279)

Non Pay Cost Drivers

Non Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
IT Infrastructure	\$242,679	\$275,345	\$262,916	(\$12,429)
Mission Support Facilities	\$197,954	\$208,153	\$203,648	(\$4,505)
IT Security and Compliance	\$43,289	\$43,289	\$43,289	-
CBP Uniform Acquisition	\$42,418	\$44,783	\$44,565	(\$218)
Mission Support Vehicles	\$1,538	\$638	\$638	-
Other Costs	\$383,263	\$287,727	\$256,600	(\$31,127)
Total – Non Pay Cost Drivers	\$911,141	\$859,935	\$811,656	(\$48,279)

Explanation of Non-Pay Cost Drivers

IT Infrastructure: This cost driver funds the majority of the IT backbone that supports all of CBP IT systems and provides information technology, sharing, and management amongst trade and law enforcement agencies. This includes hardware, software, and necessary Federal and contractor technical support to ensure CBP's IT data center and network infrastructure, as well as end user field support, are available to meet CBP's trade, travel, and between the ports mission needs 24x7x365. FY 2022 change reflects a decrease in Cloud Migration funding.

Mission Support Facilities: The Mission Support Facilities portfolio is 4.6 million square feet and consists of a diverse array of space that supports CBP in all mission areas and provides the key infrastructure for critical aspects of CBP's mission. The portfolio is comprised of administrative office space and special-use space, including 296 housing units, the Advanced Training Center in Harper's Ferry (WV), the National Targeting Center, CBP Headquarters Canine Program in El Paso (TX) and Front Royal (VA), eight Enterprise Services/OFAM-managed CBP Labs and Scientific Services locations, and the National Law Enforcement Communications Center (NLECC) in Orlando (FL).

This non-pay cost driver reflects a decrease in overall costs due to the following areas:

Sustainment: Costs are driven by the execution of regional maintenance, repair and building operations contracts, emergent repairs and system replacements, portfolio management services, and the Mission Support facilities deferred maintenance and repair backlog.

Rent and Rent-Related Expenses: Costs are driven by CBP's obligations at leased facilities, including base rent, which provides standard building services, along with FPS and above-standard services, including utilities and security, for 24/7 operations. FY 2022 changes reflect a decrease

Mission Support – PPA**Enterprise Services – PPA II**

associated with new occupancy agreements, amortized tenant improvements, revised project completion dates, and existing occupancy agreements, including standard inflation cost adjustments and items, such as above-standard services for CBPs 24/7 facilities.

Utilities: Costs include electrical, water, and gas utilities at CBP-owned facilities. There are no significant changes from year to year due to the relative stability of the portfolio size and negotiated utilities costs.

Minor Alterations and Improvements: Costs are driven by the need to upgrade and out-fit space to meet CBP security and mission requirements when renewing a lease, relocating to a new leased facility, or reconfiguring and modernizing space to meet mission requirements. This includes installing and upgrading security and information technology systems and also turn-key fit-out associated with major capital projects. FY 2022 changes reflect a decrease to ensure that overall sustainment requirements are met.

IT Security and Compliance: CBP is executing a broad cybersecurity strategy to improve its defensive capabilities to tackle today’s increasingly sophisticated cyber threats. Funding will enable CBP to support continuous diagnostics and mitigation of security vulnerabilities and to detect and respond to cybersecurity threats. Funding remains stable.

CBP Uniform Acquisition: This cost driver includes the acquisition and management of uniform replacement requirements for approximately 49,000 CBP employees and initial issuance for 5,000 new recruits annually. The decrease is driven by Non-Recurring funding for FY21 Process Coordinator hiring.

Mission Support Vehicles: This cost driver represents the acquisition of vehicles for Mission Support offices and functions, and ensures personnel have the appropriate vehicle assets necessary to support the successful execution of their responsibilities. As vehicles remain in the fleet past their replacement age, maintenance, repair and operating costs increase, as well as, maintenance and repair-related vehicle downtime, reducing available mission service hours for the CBP fleet. In order to properly maintain CBP’s Fleet, scheduled vehicle replacement is a necessity. This vehicle lifecycle management process is especially important when considering that personnel safety concerns may arise as vehicles become older and less reliable. Reductions in vehicle performance and/or reliability may place an undue burden on CBP personnel executing mission requirements, such as loss of time on the front lines. CBP anticipates having a fleet of approximately 1,600 Mission Support Vehicles throughout FY 2022. CBP plans to retire no more than 400 vehicles and acquiring no more than 400 vehicles.

The following table displays the schedule to maintain viability of Mission Support Vehicle fleet:

Office	# of Vehicles as of 10/1/21	# of Vehicles planned to be retired/ replaced	# of Vehicles planned to be acquired	Anticipated # of Vehicles as of 9/30/22
Mission Support Offices	1,600	15-400	15-400	1,600

CBP will need consistent and predictable funding to efficiently allocate vehicles and maximize readiness rates.

Other Costs: Overall, costs in this driver are decreasing from FY 2021 to FY 2022 due to the Non-Recur of Innovative Technology, Non-Recur of Rescue Beacons, and Non-Recur of Tribal Border Roads pricing changes. Other non-pay costs in this PPA include, but are not limited to:

OA Support Contracts: Funds support contracts for program management support, systems engineering support, and information technology support. This support provides the technical expertise, services, and contractor personnel necessary to carry out the OA mission and support CBP's acquisition programs. Funding remains stable from FY 2021 to FY 2022.

OA Procurement Support: Provides support services for the OA Procurement Directorate to include reverse auctioneering services, record management support services, help desk support for administrative items and purchase cards, and contract close-out support services. Funding remains stable from FY 2021 to FY 2022.

SEACATS: Includes funding for operations and maintenance for the Seized Currency and Asset Tracking System, which is the single repository for all inventory and case information related to seized and forfeited property, fines, penalties, and liquated damages for CBP and other government agencies. Funding for SEACATS is increased in FY 2022, as discussed in the Program Change Seized Currency and Asset Tracking System O&M.

OIT Support Contracts: Includes various contracts providing financial, capital planning, and IT investment support, as well as support for managing agency records. Funding remains stable from FY 2021 to FY 2022.

Human Resources: Includes the costs to recruit, assess, and hire CBPOs, BPAs, Air and Marine Interdiction Agents, and other frontline positions, as well as the executive leadership, mission support, and administrative positions that support them in their mission. Human Resources costs are decreasing in FY 2022 due to the non-recur of HRM Recruitment/Applicant Processing pricing change.

Training: Supports the delivery of leadership training courses, support for Body Worn Cameras, and Use of Force Training. Funding remains stable from FY 2021 to FY 2022.

Office of Professional Responsibility – PPA Level II**Budget Comparison and Adjustments****Comparison of Budget Authority and Request***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Office of Professional Responsibility	600	597	\$209,052	600	600	\$212,693	1,019	836	\$291,380	419	236	\$78,687
Total	600	597	\$209,052	600	600	\$212,693	1,019	836	\$291,380	419	236	\$78,687
Subtotal Discretionary - Appropriation	600	597	\$209,052	600	600	\$212,693	1,019	836	\$291,380	419	236	\$78,687

PPA Level II Description

OPR screens CBP employees, contractors, and applicants for suitability, administers pre-employment polygraph examinations, educates employees concerning ethical standards and integrity responsibilities, investigates allegations of employee and contractor misconduct, and evaluates security threats to CBP employees, facilities, and sensitive information. The OPR mission is clear and critically important - to promote the integrity and security of the CBP workforce and operations.

Led by an Assistant Commissioner (AC) who reports directly to the CBP Commissioner, the AC has executive oversight of CBP's Integrity and Personal Accountability Strategy and serves as CBP's Chief Security Officer.

The budget for this PPA enables OPR to both sustain its mission and to achieve and maintain the staffing levels necessary to successfully execute CBP's mission. Funding in this PPA is distributed among the following programs:

Division <i>(Dollars in Thousands)</i>	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
Employee and Applicant Suitability and Clearance	\$99,307	\$97,282	\$102,400	\$5,118
Executive Office and Mission Support	\$11,261	\$15,736	\$17,308	\$1,572
Facility, Personnel, and Information Security	\$12,869	\$13,396	\$13,795	\$399
Investigations, Threat Mitigation and Analysis	\$85,615	\$86,279	\$157,877	\$71,598
Total	\$209,052	\$212,693	\$291,380	\$78,687

Office of Professional Responsibility – PPA Level II
Summary of Budget Changes
(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	600	597	\$209,052
FY 2021 Enacted	600	600	\$212,693
FY 2022 Base Budget	600	600	\$212,693
Technical Adjustment	69	61	-
Total Technical Changes	69	61	-
Realignment of Mission Support Staff	-	-	\$24
Total Transfers	-	-	\$24
Civilian Pay Raise Total	-	-	\$2,704
Annualization of Prior Year Pay Raise	-	-	\$1,322
FERS Adjustment	-	-	\$1,374
Annualization of FY 2021 Processing Coordinators	-	-	\$335
Civilian Pay Raise Offset	-	-	\$59
Non-Recur of FY21 Processing Coordinators	-	-	(\$2,184)
Total Pricing Changes	-	-	\$3,610
Total Adjustments-to-Base	69	61	\$3,634
FY 2022 Current Services	669	661	\$216,327
Border Patrol Processing Coordinators	-	-	\$713
Office of Professional Responsibility Special Agents	350	175	\$74,340
Total Program Changes	350	175	\$75,053
FY 2022 Request	1,019	836	\$291,380
FY 2021 TO FY 2022 Change	419	236	\$78,687

Office of Professional Responsibility – PPA Level II

Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Office of Professional Responsibility	600	597	\$126,045	\$211.13	600	600	\$132,202	\$220.34	1,019	836	\$168,938	\$202.08	419	236	\$36,736	(\$18.26)
Total	600	597	\$126,045	\$211.13	600	600	\$132,202	\$220.34	1,019	836	\$168,938	\$202.08	419	236	\$36,736	(\$18.26)
Subtotal Discretionary - Appropriation	600	597	\$126,045	\$211.13	600	600	\$132,202	\$220.34	1,019	836	\$168,938	\$202.08	419	236	\$36,736	(\$18.26)

Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$86,533	\$86,342	\$109,494	\$23,152
11.3 Other than Full-time Permanent	\$211	-	-	-
11.5 Other Personnel Compensation	\$7,238	\$5,740	\$5,916	\$176
12.1 Civilian Personnel Benefits	\$32,063	\$40,120	\$53,528	\$13,408
Total - Personnel Compensation and Benefits	\$126,045	\$132,202	\$168,938	\$36,736
Positions and FTE				
Positions - Civilian	600	600	1,019	419
FTE - Civilian	597	600	836	236

Pay Cost Drivers

Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Criminal Investigators	265	\$59,625	\$225.00	268	\$63,382	\$236.50	443	\$106,687	\$240.83	175	\$43,305	\$4.33
Non-LEO Personnel	332	\$66,420	\$200.06	332	\$68,820	\$207.29	393	\$62,251	\$158.40	61	(\$6,569)	(\$42.24)
Total – Pay Cost Drivers	597	\$126,045	\$211.13	600	\$132,202	\$220.34	836	\$168,938	\$202.08	236	\$36,736	(\$18.26)

Explanation of Pay Cost Drivers

Criminal Investigators: This cost driver funds the salaries and benefits of Criminal Investigators. FY 2022 changes reflect increases to the agency's FERS Contribution, annualization of the FY 2021 Pay Raise, the FY 2022 Pay Raise, the Civilian Pay Raise Offset, and the OPR Special Agents program enhancement.

Non-LEO Personnel: This cost driver funds the salaries and benefits of non-Law Enforcement Officer personnel, to include polygraph examiners and Personnel Security Specialists necessary for determining employment suitability of CBP Federal and contractor applicants and employees, as well as Physical Security Specialists who are charged with ensuring CBP infrastructure and facilities are safe for employees, contractors, and visitors. FY 2022 changes reflect a technical adjustment to reflect affordable FTE rates.

Office of Responsibility – PPA Level II

Non Pay Budget Exhibits

Non Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Office of Professional Responsibility	\$83,007	\$80,491	\$122,442	\$41,951
Total	\$83,007	\$80,491	\$122,442	\$41,951
Subtotal Discretionary - Appropriation	\$83,007	\$80,491	\$122,442	\$41,951

Non Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$3,441	\$3,446	\$6,616	\$3,170
22.0 Transportation of Things	-	-	\$6,336	\$6,336
23.2 Rental Payments to Others	-	\$1,198	\$1,198	-
23.3 Communications, Utilities, & Miscellaneous	\$1,510	-	\$519	\$519
24.0 Printing and Reproduction	\$6	-	-	-
25.1 Advisory & Assistance Services	-	\$75,847	\$75,847	-
25.2 Other Services from Non-Federal Sources	\$73,240	-	\$12,108	\$12,108
26.0 Supplies & Materials	\$763	-	\$1,840	\$1,840
31.0 Equipment	\$4,047	-	\$17,978	\$17,978
Total - Non Pay Budget Object Class	\$83,007	\$80,491	\$122,442	\$41,951

Non Pay Cost Drivers

Non Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
Employee and Applicant Suitability and Clearance	\$58,264	\$56,006	\$59,370	\$3,364
Executive Office and Mission Support	\$4,179	\$4,357	\$5,600	\$1,243
Facility, Personnel, and Information Security	\$5,898	\$5,898	\$5,968	\$70
Investigations, Threat Mitigation and Analysis	\$14,666	\$14,230	\$51,504	\$37,274
Total - Non Pay Cost Drivers	\$83,007	\$80,491	\$122,442	\$41,951

Explanation of Non Pay Cost Drivers

Employee and Applicant Suitability and Clearance: This cost driver includes the contract and interagency agreement requirements necessary to support approximately 3,000 applicant background investigations and polygraph examinations, approximately 14,000 employee and contractor periodic reinvestigations, and support for the continuous evaluation program. This cost driver also includes travel of the examiners, inspection of background investigation service providers, and the maintenance and replacement of polygraph equipment, software, and supplies. FY 2022 changes reflect an increase to support requested increases in USBP Processing Coordinators and OPR Criminal Investigators.

Executive Office and Mission Support: This cost driver includes OPR-wide shared program support costs such as cellular and telecommunication services; purchase of office equipment and supplies; minor facilities maintenance, continual training; and vehicle O&M. FY 2022 changes reflect the information technology equipment and cellular service requirements to support the requested increase in OPR Criminal Investigators.

Investigations, Threat Analysis, and Mitigation: This cost driver includes the costs of programs and day-to-day activities supporting proactive and reactive investigative operations addressing allegations of misconduct involving CBP employees and contractors. FY 2022 changes reflect funding necessary to support hiring, training, and equipping an additional 350 Criminal Investigators.

Facility, Personnel, and Information Security: This cost driver includes the costs of administering physical, administrative, industrial, and operational security programs within CBP on behalf of the component Chief Security Officer such as completing security assessments, and acquiring, managing, and issuing CBP badges and credentials. The FY2022 increase reflects the costs for additional badges and credentials to support the requested increase in OPR Criminal Investigators.

Executive Leadership and Oversight – PPA Level II**Budget Comparison and Adjustments****Comparison of Budget Authority and Request***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Executive Leadership and Oversight	639	639	\$112,321	947	946	\$194,080	952	952	\$201,125	5	6	\$7,045
Total	639	639	\$112,321	947	946	\$194,080	952	952	\$201,125	5	6	\$7,045
Subtotal Discretionary - Appropriation	639	639	\$112,321	947	946	\$194,080	952	952	\$201,125	5	6	\$7,045

PPA Level II Description

The Executive Leadership and Oversight PPA encompasses the capabilities and activities that support the determination of long-term agency goals, managing the effectiveness of the agency, and improving capabilities and services. Funding in this PPA is distributed among the following offices:

Office <i>(Dollars in Thousands)</i>	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
Office of the Commissioner	\$37,052	\$38,391	\$40,707	\$2,316
Office of Congressional Affairs	\$3,135	\$3,323	\$3,461	\$138
Office of Chief Counsel	\$63,859	\$64,811	\$67,282	\$2,471
Office of Public Affairs	\$8,275	\$9,705	\$10,082	\$377
Office of Finance	-	\$77,850	\$79,593	\$1,743
Total	\$112,321	\$194,080	\$201,125	\$7,045

Executive Leadership and Oversight – PPA Level II

Summary of Budget Changes

(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	639	639	\$112,321
FY 2021 Enacted	947	946	\$194,080
FY 2022 Base Budget	947	946	\$194,080
Total Technical Changes	-	-	-
Realignment for the Commissioner	6	6	\$1,114
Realignment for Trade Relations	1	1	\$141
Realignment of Mission Support Staff	-	-	\$25
Realignment of Regulatory Reform Attorneys	(2)	(1)	(\$250)
Total Transfers	5	6	\$1,030
Civilian Pay Raise Total	-	-	\$2,990
Annualization of Prior Year Pay Raise	-	-	\$1,703
FERS Adjustment	-	-	\$1,193
Civilian Pay Raise Offset	-	-	(\$558)
Correct CBP Base Pay	-	-	\$587
Non-Recur COSS Transformation Initiative	-	-	(\$900)
Total Pricing Changes	-	-	\$5,015
Total Adjustments-to-Base	5	6	\$6,045
FY 2022 Current Services	952	952	\$200,125
Systems, Applications and Products Governance Risk Compliance Tool	-	-	\$1,000
Total Program Changes	-	-	\$1,000
FY 2022 Request	952	952	\$201,125
FY 2021 TO FY 2022 Change	5	6	\$7,045

Executive Leadership and Oversight – PPA Level II

Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Executive Leadership and Oversight	639	639	\$105,163	\$164.57	947	946	\$145,943	\$154.27	952	952	\$152,984	\$160.70	5	6	\$7,041	\$6.42
Total	639	639	\$105,163	\$164.57	947	946	\$145,943	\$154.27	952	952	\$152,984	\$160.70	5	6	\$7,041	\$6.42
Subtotal Discretionary - Appropriation	639	639	\$105,163	\$164.57	947	946	\$145,943	\$154.27	952	952	\$152,984	\$160.70	5	6	\$7,041	\$6.42

Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$78,852	\$106,296	\$110,583	\$4,287
11.3 Other than Full-time Permanent	\$619	\$501	\$516	\$15
11.5 Other Personnel Compensation	\$105	\$2,000	\$2,054	\$54
12.1 Civilian Personnel Benefits	\$25,587	\$37,146	\$39,831	\$2,685
Total - Personnel Compensation and Benefits	\$105,163	\$145,943	\$152,984	\$7,041
Positions and FTE				
Positions - Civilian	639	947	952	5
FTE - Civilian	639	946	952	6

Pay Cost Drivers

Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Non-LEO Personnel	639	\$105,163	\$164.57	946	\$145,943	\$154.27	952	\$152,984	\$160.70	6	\$7,041	\$6.42
Total – Pay Cost Drivers	639	\$105,163	\$164.57	946	\$145,943	\$154.27	952	\$152,984	\$160.70	6	\$7,041	\$6.42

Explanation of Pay Cost Driver

Non-LEO Personnel: This cost driver funds the salaries and benefits of non-Law Enforcement Officer personnel. FY 2022 changes reflect increases to the agency's FERS Contribution, annualization of the FY 2021 Pay Raise, the FY 2022 Pay Raise, Correct CBP Base Pay, Realignment of Mission Support Staff, Realignment for Trade Relations, and Realignment for the Commissioner. Also included in the FY 2022 changes are decreases associated with the Civilian Pay Raise Offset and the realignment of Regulatory Reform Attorneys.

Executive Leadership and Oversight – PPA Level II

Non Pay Budget Exhibits

Non Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Executive Leadership and Oversight	\$7,158	\$48,137	\$48,141	\$4
Total	\$7,158	\$48,137	\$48,141	\$4
Subtotal Discretionary - Appropriation	\$7,158	\$48,137	\$48,141	\$4

Non Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$1,802	\$2,005	\$1,987	(\$18)
22.0 Transportation of Things	\$65	\$15	\$14	(\$1)
23.3 Communications, Utilities, & Miscellaneous	\$527	\$1,225	\$1,216	(\$9)
25.1 Advisory & Assistance Services	-	\$10,891	\$10,890	(\$1)
25.2 Other Services from Non-Federal Sources	\$3,719	\$29,581	\$29,615	\$34
25.3 Other Purchases of goods and services	-	\$1,420	\$1,419	(\$1)
26.0 Supplies & Materials	\$383	-	-	-
31.0 Equipment	\$650	-	-	-
42.0 Insurance Claims and Indemnities	-	\$3,000	\$3,000	-
94.0 Financial Transfers	\$12	-	-	-
Total - Non Pay Budget Object Class	\$7,158	\$48,137	\$48,141	\$4

Non Pay Cost Drivers

Non Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
Commissioner's Office Contract Support	\$975	\$975	\$975	-
CBP 2.0 Tracking System	\$550	\$550	\$550	-
Public Affairs Contract Services	\$500	\$500	\$500	-
Financial Systems	-	\$24,056	\$24,156	\$100
Other	\$5,133	\$22,056	\$21,960	(\$96)
Total - Non Pay Cost Drivers	\$7,158	\$48,137	\$48,141	\$4

Explanation of Non Pay Cost Drivers

Commissioner's Office Contract Support: This cost driver includes administrative services for consultation services for the CBP Commissioner, the services related to the Annual Trade Symposium, EEO Investigation services and IT systems maintenance services in the CBP Information Center. There is no change in costs in FY 2022.

CBP Tracking 2.0 System (CBPT2): This cost driver includes software maintenance and user licensing for the CBPT2, which is the hub and centralized record location for Questions for the Record, CBP taskings, and Congressional reports. CBPT2 enables the Office of the Executive Secretariat to accurately facilitate, track, and report on all correspondence submitted for CBP and DHS-level signatures. There is no change in costs in FY 2022.

Public Affairs Contract Services: This cost driver includes OPA media clipping services and social media contracts, services contracts for the Visual Communications Division, Executive Media Training, and outreach contracts for internal and external audiences. There is no change in costs in FY 2022.

Financial Systems: Includes software licenses, related support, employee help desk operations, technical documentation, IT security, system modifications for compliancy and process changes. Cost changes between FY 2021 and FY 2022 are due to the Program Change - SAP- Governance Risk Compliance Tool and Pricing Change - COSS Transformation Initiative.

Other Costs: Other costs include expenses associated with office supplies and equipment. These costs generally vary from year to year due to either increases for inflationary factors or minor object class realignments to other cost drivers listed above. Changes from FY 2021 to FY 2022 are due to several internal realignments.

Border Security Operations – PPA**Budget Comparison and Adjustments****Comparison of Budget Authority and Request***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
US Border Patrol	21,460	21,310	\$4,655,308	21,760	21,460	\$4,807,287	21,968	21,759	\$5,098,653	208	299	\$291,366
Office of Training and Development	239	239	\$60,236	239	239	\$62,146	256	254	\$69,225	17	15	\$7,079
Total	21,699	21,549	\$4,715,544	21,999	21,699	\$4,869,433	22,224	22,013	\$5,167,878	225	314	\$298,445
Subtotal Discretionary - Appropriation	21,699	21,549	\$4,715,544	21,999	21,699	\$4,869,433	22,224	22,013	\$5,167,878	225	314	\$298,445

PPA Level I Description

The Border Security Operations program is charged with securing America's southern, northern, and certain coastal borders. Through the coordinated use of operational capabilities and assets of the USBP and AMO, CBP prevents terrorists and terrorist weapons, undocumented migrants, smugglers, narcotics, and other contraband from moving across the U.S. borders.

This PPA contains the following Level II PPAs:

U.S. Border Patrol (USBP): USBP is responsible for patrolling and securing the 6,000 miles of Mexican and Canadian international land borders and 2,000 miles of coastal waters surrounding the Florida peninsula and the island of Puerto Rico.

Office of Training and Development (OTD): OTD is responsible for providing all levels of training so that BPAs can carry out their assigned missions.

Border Security Operations – PPA Budget Authority and Obligations

(Dollars in Thousands)

	FY 2020	FY 2021	FY 2022
Enacted/Request	\$4,715,544	\$4,869,433	\$5,167,878
Carryover - Start of Year	\$140,441	\$69,991	-
Recoveries	\$11,870	\$146	-
Rescissions to Current Year/Budget Year	(\$91,000)	-	-
Net Sequestered Resources	-	-	-
Reprogramming/Transfers	\$8,087	-	-
Supplementals	\$203,000	-	-
Total Budget Authority	\$4,987,942	\$4,939,570	\$5,167,878
Collections - Reimbursable Resources	\$3,939	\$3,939	\$3,939
Collections - Other Sources	-	-	-
Total Budget Resources	\$4,991,881	\$4,943,509	\$5,171,817
Obligations (Actual/Estimates/Projections)	\$4,698,404	\$4,943,509	\$5,111,686
Personnel: Positions and FTE			
Enacted/Request Positions	21,699	21,999	22,224
Enacted/Request FTE	21,549	21,699	22,013
Onboard and Actual FTE			
Onboard (Actual/Estimates/Projections)	21,370	21,568	22,224
FTE (Actual/Estimates/Projections)	21,370	21,568	22,013

Border Security Operations – PPA
Summary of Budget Changes
(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	21,699	21,549	\$4,715,544
FY 2021 Enacted	21,999	21,699	\$4,869,433
FY 2022 Base Budget	21,999	21,699	\$4,869,433
Total Technical Changes	-	-	-
Realignment of Joint Task Force – West (JTF-W)	14	14	\$3,652
Realignment of Program Management Office Directorate	13	13	\$2,932
Realignment of Technology Training Support Branch	13	13	\$1,820
Realignment of Wireless Services Program Division (WSPD) Positions	62	62	\$10,659
Total Transfers	102	102	\$19,063
Civilian Pay Raise Total	-	-	\$78,637
Annualization of Prior Year Pay Raise	-	-	\$41,290
FERS Adjustment	-	-	\$42,000
FPS Fee Adjustment	-	-	\$645
Adjustments for Rent-Related Expenses	-	-	(\$5,382)
Annualization of FY 2021 Processing Coordinators	-	150	\$16,091
Civilian Pay Raise Offset	-	-	\$293
Integrated Fixed Towers	-	-	\$1,587
Non-Recur Acquisition Inflation	-	-	(\$50)
Non-Recur Body Worn Cameras	-	-	(\$14,044)
Non-Recur Cameras for BSDP	-	-	(\$20,000)
Non-Recur Carrizo Cane Eradication	-	-	(\$4,000)
Non-Recur of FY21 Processing Coordinators	-	-	(\$13,888)
Total Pricing Changes	-	150	\$123,179
Total Adjustments-to-Base	102	252	\$142,242
FY 2022 Current Services	22,101	21,951	\$5,011,675
Agent Portable Surveillance System	-	-	(\$1,240)

Operations and Support**Border Security Operations – PPA**

Border Enforcement Coordination Network	-	-	\$10,502
Border Patrol Enforcement Systems	-	-	(\$11,812)
Border Patrol Processing Coordinators	123	62	\$7,967
Facilities Maintenance	-	-	(\$11,068)
Medical Contract	-	-	\$163,200
Office of Training and Development Relocations	-	-	(\$1,723)
Operational Mobility Program	-	-	(\$14,500)
Remote Surveillance	-	-	(\$4,242)
Remote Video Surveillance System	-	-	(\$5,909)
Rescue Beacons	-	-	\$1,500
TACCOM Modernization	-	-	(\$10,000)
Training	-	-	\$2,428
Transportation Program	-	-	\$31,100
Total Program Changes	123	62	\$156,203
FY 2022 Request	22,224	22,013	\$5,167,878
FY 2021 TO FY 2022 Change	225	314	\$298,445

Border Security Operations – PPA Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
US Border Patrol	21,460	21,310	\$3,717,120	\$174.43	21,760	21,460	\$3,791,402	\$176.67	21,968	21,759	\$3,978,124	\$182.83	208	299	\$186,722	\$6.15
Office of Training and Development	239	239	\$41,251	\$172.60	239	239	\$50,557	\$211.54	256	254	\$52,724	\$207.57	17	15	\$2,167	(\$3.96)
Total	21,699	21,549	\$3,758,371	\$174.41	21,999	21,699	\$3,841,959	\$177.06	22,224	22,013	\$4,030,848	\$183.11	225	314	\$188,889	\$6.06
Subtotal Discretionary - Appropriation	21,699	21,549	\$3,758,371	\$174.41	21,999	21,699	\$3,841,959	\$177.06	22,224	22,013	\$4,030,848	\$183.11	225	314	\$188,889	\$6.06

Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$1,875,911	\$1,889,506	\$1,970,884	\$81,378
11.3 Other than Full-time Permanent	\$649	\$649	\$709	\$60
11.5 Other Personnel Compensation	\$550,369	\$578,023	\$594,956	\$16,933
12.1 Civilian Personnel Benefits	\$1,331,442	\$1,373,781	\$1,464,299	\$90,518
Total - Personnel Compensation and Benefits	\$3,758,371	\$3,841,959	\$4,030,848	\$188,889
Positions and FTE				
Positions - Civilian	21,699	21,999	22,224	225
FTE - Civilian	21,549	21,699	22,013	314

Border Security Operations – PPA Non Pay Budget Exhibits

Non Pay Summary (Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
US Border Patrol	\$938,188	\$1,015,885	\$1,120,529	\$104,644
Office of Training and Development	\$18,985	\$11,589	\$16,501	\$4,912
Total	\$957,173	\$1,027,474	\$1,137,030	\$109,556
Subtotal Discretionary - Appropriation	\$957,173	\$1,027,474	\$1,137,030	\$109,556

Non Pay by Object Class (Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$36,141	\$18,806	\$18,611	(\$195)
22.0 Transportation of Things	\$5,220	\$3,472	\$3,472	-
23.1 Rental Payments to GSA	\$61,057	\$66,093	\$60,711	(\$5,382)
23.2 Rental Payments to Others	\$22,910	\$23,017	\$23,017	-
23.3 Communications, Utilities, & Miscellaneous	\$27,406	\$28,334	\$28,315	(\$19)
25.1 Advisory & Assistance Services	-	\$368,362	\$368,362	-
25.2 Other Services from Non-Federal Sources	\$303,258	\$293,392	\$421,048	\$127,656
25.3 Other Purchases of goods and services	-	\$4,911	\$4,911	-
25.4 Operations & Maintenance of Facilities	\$133,903	\$177,612	\$167,189	(\$10,423)
25.7 Operation & Maintenance of Equipment	\$72,627	\$42,044	\$39,963	(\$2,081)
25.8 Subsistence and Support of Persons	-	\$1,431	\$1,431	-
26.0 Supplies & Materials	\$108,087	-	-	-
31.0 Equipment	\$186,496	-	-	-
94.0 Financial Transfers	\$68	-	-	-
Total - Non Pay Budget Object Class	\$957,173	\$1,027,474	\$1,137,030	\$109,556

*US Border Patrol – PPA Level II***Budget Comparison and Adjustments****Comparison of Budget Authority and Request***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Operations	21,460	21,310	\$3,958,450	21,760	21,460	\$4,090,553	21,968	21,759	\$4,428,901	208	299	\$338,348
Assets and Support	-	-	\$696,858	-	-	\$716,734	-	-	\$669,752	-	-	(\$46,982)
Total	21,460	21,310	\$4,655,308	21,760	21,460	\$4,807,287	21,968	21,759	\$5,098,653	208	299	\$291,366
Subtotal Discretionary - Appropriation	21,460	21,310	\$4,655,308	21,760	21,460	\$4,807,287	21,968	21,759	\$5,098,653	208	299	\$291,366

PPA Level II Description

Through the coordinated use of the operational capabilities and assets of the USBP funded in this PPA, CBP prevents terrorists and terrorist weapons, undocumented migrants, smugglers, narcotics, and other contraband from moving across the southern, northern, and coastal borders of the United States.

This PPA contains the following Level III PPAs:

Operations: This PPA includes pay and non-pay funding for all USBP personnel.

Assets and Support: This PPA includes non-pay operations and maintenance funding for USBP technology, facilities, and vehicles.

US Border Patrol – PPA Level II
Summary of Budget Changes
(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	21,460	21,310	\$4,655,308
FY 2021 Enacted	21,760	21,460	\$4,807,287
FY 2022 Base Budget	21,760	21,460	\$4,807,287
Total Technical Changes	-	-	-
Realignment of Joint Task Force – West (JTF-W)	14	14	\$3,652
Realignment of Program Management Office Directorate	13	13	\$2,932
Realignment of Wireless Services Program Division (WSPD) Positions	62	62	\$10,659
Total Transfers	89	89	\$17,243
Civilian Pay Raise Total	-	-	\$77,604
Annualization of Prior Year Pay Raise	-	-	\$40,878
FERS Adjustment	-	-	\$41,533
FPS Fee Adjustment	-	-	\$645
Adjustments for Rent-Related Expenses	-	-	(\$5,382)
Annualization of FY 2021 Processing Coordinators	-	150	\$16,091
Civilian Pay Raise Offset	-	-	\$377
Integrated Fixed Towers	-	-	\$1,587
Non-Recur Acquisition Inflation	-	-	(\$50)
Non-Recur Body Worn Cameras	-	-	(\$14,044)
Non-Recur Cameras for BSDP	-	-	(\$20,000)
Non-Recur Carrizo Cane Eradication	-	-	(\$4,000)
Non-Recur of FY21 Processing Coordinators	-	-	(\$13,265)
Total Pricing Changes	-	150	\$121,974
Total Adjustments-to-Base	89	239	\$139,217
FY 2022 Current Services	21,849	21,699	\$4,946,504
Agent Portable Surveillance System	-	-	(\$1,240)
Border Enforcement Coordination Network	-	-	\$10,502

Border Security Operations - PPA**US Border Patrol – PPA II**

Border Patrol Enforcement Systems	-	-	(\$11,812)
Border Patrol Processing Coordinators	119	60	\$4,618
Facilities Maintenance	-	-	(\$11,068)
Medical Contract	-	-	\$163,200
Operational Mobility Program	-	-	(\$14,500)
Remote Surveillance	-	-	(\$4,242)
Remote Video Surveillance System	-	-	(\$5,909)
Rescue Beacons	-	-	\$1,500
TACCOM Modernization	-	-	(\$10,000)
Transportation Program	-	-	\$31,100
Total Program Changes	119	60	\$152,149
FY 2022 Request	21,968	21,759	\$5,098,653
FY 2021 TO FY 2022 Change	208	299	\$291,366

US Border Patrol – PPA Level II Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Operations	21,460	21,310	\$3,717,120	\$174.43	21,760	21,460	\$3,791,402	\$176.67	21,968	21,759	\$3,978,124	\$182.83	208	299	\$186,722	\$6.15
Total	21,460	21,310	\$3,717,120	\$174.43	21,760	21,460	\$3,791,402	\$176.67	21,968	21,759	\$3,978,124	\$182.83	208	299	\$186,722	\$6.15
Subtotal Discretionary - Appropriation	21,460	21,310	\$3,717,120	\$174.43	21,760	21,460	\$3,791,402	\$176.67	21,968	21,759	\$3,978,124	\$182.83	208	299	\$186,722	\$6.15

Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$1,850,982	\$1,853,751	\$1,932,602	\$78,851
11.3 Other than Full-time Permanent	\$649	\$649	\$709	\$60
11.5 Other Personnel Compensation	\$547,647	\$576,381	\$593,268	\$16,887
12.1 Civilian Personnel Benefits	\$1,317,842	\$1,360,621	\$1,451,545	\$90,924
Total - Personnel Compensation and Benefits	\$3,717,120	\$3,791,402	\$3,978,124	\$186,722
Positions and FTE				
Positions - Civilian	21,460	21,760	21,968	208
FTE - Civilian	21,310	21,460	21,759	299

US Border Patrol – PPA Level II

Non Pay Budget Exhibits

Non Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Operations	\$241,330	\$299,151	\$450,777	\$151,626
Assets and Support	\$696,858	\$716,734	\$669,752	(\$46,982)
Total	\$938,188	\$1,015,885	\$1,120,529	\$104,644
Subtotal Discretionary - Appropriation	\$938,188	\$1,015,885	\$1,120,529	\$104,644

Non Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$20,440	\$13,172	\$13,112	(\$60)
22.0 Transportation of Things	\$3,673	\$2,436	\$2,436	-
23.1 Rental Payments to GSA	\$61,057	\$66,093	\$60,711	(\$5,382)
23.2 Rental Payments to Others	\$22,910	\$22,910	\$22,910	-
23.3 Communications, Utilities, & Miscellaneous	\$27,406	\$27,406	\$27,406	-
25.1 Advisory & Assistance Services	-	\$365,208	\$365,208	-
25.2 Other Services from Non-Federal Sources	\$302,511	\$293,392	\$415,983	\$122,591
25.3 Other Purchases of goods and services	-	\$4,911	\$4,911	-
25.4 Operations & Maintenance of Facilities	\$133,903	\$177,612	\$167,189	(\$10,423)
25.7 Operation & Maintenance of Equipment	\$72,627	\$42,044	\$39,962	(\$2,082)
25.8 Subsistence and Support of Persons	-	\$701	\$701	-
26.0 Supplies & Materials	\$107,701	-	-	-
31.0 Equipment	\$185,892	-	-	-
94.0 Financial Transfers	\$68	-	-	-
Total - Non Pay Budget Object Class	\$938,188	\$1,015,885	\$1,120,529	\$104,644

*Operations – PPA Level III***Budget Comparison and Adjustments****Comparison of Budget Authority and Request***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Operations	21,460	21,310	\$3,958,450	21,760	21,460	\$4,090,553	21,968	21,759	\$4,428,901	208	299	\$338,348
Total	21,460	21,310	\$3,958,450	21,760	21,460	\$4,090,553	21,968	21,759	\$4,428,901	208	299	\$338,348
Subtotal Discretionary - Appropriation	21,460	21,310	\$3,958,450	21,760	21,460	\$4,090,553	21,968	21,759	\$4,428,901	208	299	\$338,348

PPA Level III Description

This PPA funds the following USBP program areas:

Program Name <i>(Dollars in Thousands)</i>	FY 2020 Enacted¹	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
Patrol, Surveillance, & Interdiction	\$2,972,096	\$2,866,922	\$2,958,896	\$91,974
Enforcement Processing, Adjudication, & Resolution	\$5,910	\$22,631	\$17,920	(\$4,711)
Intelligence Collection and Gathering	\$158,160	\$152,651	\$154,549	\$1,898
Domain Awareness and Interdiction	\$532,763	\$548,655	\$726,082	\$177,427
Mission Support Functions	\$492,521	\$499,694	\$571,454	\$71,760
Total	\$4,161,450	\$4,090,553	\$4,428,901	\$338,348

¹Includes \$203M in emergency funding for migrant care at the Southwest Border.

Patrol, Surveillance, and Interdiction: The Patrol, Surveillance, and Interdiction program includes Line Watch, Canines, and Horse Patrol.

- *Line Watch:* USBP Agents patrol the Nation's land borders between the POEs to detect and apprehend illegal entrants into the United States, including smugglers of persons, drugs, cash, terrorist weapons and other contraband.
- *Canines:* USBP canines detect concealed humans and narcotics in vehicles, primarily at traffic checkpoints. Search and rescue canines perform large area searches and tracking operations to assist agents with rescue and apprehension missions in arduous environments.

- *Horse Patrol*: USBP horse patrol assets provide access to remote regions of the border that are inaccessible by foot/vehicle while minimizing ecological impacts to property. These areas include expansive portions of the border that contain environmentally protected lands, wildlife refuges, park land, and reservations.

Enforcement Processing, Adjudication, and Resolution: This program supports activities related to processing migrants, including supplies and equipment for temporary detention.

Intelligence Collection and Gathering: This program supports agents working on tactical intelligence activities relating to emerging threats within CBP's border security mission on the domestic and international fronts. Such activities allow USBP to more effectively plan, collect, identify, analyze, and disseminate relevant tactical intelligence-related information. This includes the Confidential Human Source (CHS) and the Law Enforcement (LE) Technical Collections programs.

Domain Awareness and Interdiction: This program supports USBP agents working in coordination with AMO to detect, interdict, and prevent acts of terrorism and the unlawful movement of people, illegal drugs, and other contraband toward or across the borders of the United States.

Mission Support Functions: This program includes the following activities:

- *Policy, Planning, Governance*: Supports ongoing strategic planning, oversight, printing services, and annual services including printing, records management, legal and public affairs.
- *Human Resources (HR)*: Supports hiring, formulating HR policy, maintaining HR systems, managing employee compensation and benefits, and operational costs of travel and training. It also includes passport/visa expenses for international agent work in conjunction with the Office of International Affairs (INA) and the Department of State.
- *Information Technology Management*: Provides agent support equipment, including night vision goggles (NVG), long range thermal detectors, short range thermal detectors, handheld GPS units, handheld binoculars, and flashlights; and provides infrastructure services (equipment maintenance and replacement), including computer workstations, laptops, printer/scanners, phone licenses, recurring costs for data circuits, and annual wireless services for USBP Headquarters.
- *Executive Office and Finance*: Provides pay funding to provide support to the field operations, direct operations and operational programs, oversee planning and analysis, manage funding, lead the workforce, and report to Congress and all stakeholders.
- *Border Patrol Technology Management*: Provides staff to support USBP's various technologies via the administration of policy and management oversight for major acquisition programs. The staff provides direct and indirect technical and operational advice; manages and oversees the in-service engineering activity charged to manage system technical baselines deployed to the field; and provides oversight and guidance on all business and financial management related aspects.

Operations – PPA Level III
Summary of Budget Changes
(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	21,460	21,310	\$3,958,450
FY 2021 Enacted	21,760	21,460	\$4,090,553
FY 2022 Base Budget	21,760	21,460	\$4,090,553
Total Technical Changes	-	-	-
Realignment of Joint Task Force – West (JTF-W)	14	14	\$3,652
Realignment of Mobile Small Unmanned Aircraft System (sUAS)	-	-	(\$2,120)
Realignment of Program Management Office Directorate	13	13	\$2,932
Realignment of Southwest (SW) Field Office	-	-	\$303
Realignment of Wireless Services Program Division (WSPD) Positions	62	62	\$10,659
Total Transfers	89	89	\$15,426
Civilian Pay Raise Total	-	-	\$77,604
Annualization of Prior Year Pay Raise	-	-	\$40,878
FERS Adjustment	-	-	\$41,533
Annualization of FY 2021 Processing Coordinators	-	150	\$16,091
Civilian Pay Raise Offset	-	-	\$377
Non-Recur Acquisition Inflation	-	-	(\$50)
Non-Recur of FY21 Processing Coordinators	-	-	(\$8,291)
Total Pricing Changes	-	150	\$168,142
Total Adjustments-to-Base	89	239	\$183,568
FY 2022 Current Services	21,849	21,699	\$4,274,121
Border Patrol Processing Coordinators	119	60	\$4,580
Medical Contract	-	-	\$163,200
Operational Mobility Program	-	-	(\$14,500)
Rescue Beacons	-	-	\$1,500
Total Program Changes	119	60	\$154,780
FY 2022 Request	21,968	21,759	\$4,428,901

US Border Patrol – PPA II**Operations – PPA III**

FY 2021 TO FY 2022 Change	208	299	\$338,348
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Operations – PPA Level III Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Operations	21,460	21,310	\$3,717,120	\$174.43	21,760	21,460	\$3,791,402	\$176.67	21,968	21,759	\$3,978,124	\$182.83	208	299	\$186,722	\$6.15
Total	21,460	21,310	\$3,717,120	\$174.43	21,760	21,460	\$3,791,402	\$176.67	21,968	21,759	\$3,978,124	\$182.83	208	299	\$186,722	\$6.15
Subtotal Discretionary - Appropriation	21,460	21,310	\$3,717,120	\$174.43	21,760	21,460	\$3,791,402	\$176.67	21,968	21,759	\$3,978,124	\$182.83	208	299	\$186,722	\$6.15

Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$1,850,982	\$1,853,751	\$1,932,602	\$78,851
11.3 Other than Full-time Permanent	\$649	\$649	\$709	\$60
11.5 Other Personnel Compensation	\$547,647	\$576,381	\$593,268	\$16,887
12.1 Civilian Personnel Benefits	\$1,317,842	\$1,360,621	\$1,451,545	\$90,924
Total - Personnel Compensation and Benefits	\$3,717,120	\$3,791,402	\$3,978,124	\$186,722
Positions and FTE				
Positions - Civilian	21,460	21,760	21,968	208
FTE - Civilian	21,310	21,460	21,759	299

Pay Cost Drivers

Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Border Patrol Agent	19,252	\$3,504,070	\$182.01	19,252	\$3,574,094	\$185.65	19,266	\$3,703,884	\$192.25	14	\$129,790	\$6.60
Non-LEO Personnel	2,058	\$213,050	\$103.52	2,208	\$217,308	\$98.42	2,493	\$274,240	\$110.00	285	\$56,932	\$11.59
Total – Pay Cost Drivers	21,310	\$3,717,120	\$174.43	21,460	\$3,791,402	\$176.67	21,759	\$3,978,124	\$182.83	299	\$186,722	\$6.15

Explanation of Pay Cost Drivers

Border Patrol Agent: This cost driver funds the salaries and benefits of BPAs. FY 2022 changes reflect increases to the agency's FERS Contribution, annualization of the FY 2021 Pay Raise, the FY 2022 Pay Raise, the Civilian Pay Raise Offset, and the Realignment of JTF.

Non-LEO Personnel: This cost driver funds the salaries and benefits of non-Law Enforcement Officer personnel. FY 2022 changes reflect increases to the agency's FERS Contribution, annualization of the FY 2021 Pay Raise, the FY 2022 Pay Raise, the Civilian Pay Raise Offset, the annualization of the FY21 Processing Coordinators, the Realignment of Program Management Office Directorate, the Realignment of WSPD Positions, and the Border Patrol Processing Coordinators program enhancement.

Operations – PPA Level III Non Pay Budget Exhibits

Non Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Operations	\$241,330	\$299,151	\$450,777	\$151,626
Total	\$241,330	\$299,151	\$450,777	\$151,626
Subtotal Discretionary - Appropriation	\$241,330	\$299,151	\$450,777	\$151,626

Non Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$18,684	\$11,588	\$11,588	-
22.0 Transportation of Things	\$2,436	\$2,436	\$2,436	-
23.2 Rental Payments to Others	\$9,500	\$9,500	\$9,500	-
23.3 Communications, Utilities, & Miscellaneous	\$7,900	\$7,900	\$7,900	-
25.1 Advisory & Assistance Services	-	\$210,235	\$210,235	-
25.2 Other Services from Non-Federal Sources	\$9,680	\$28,752	\$182,498	\$153,746
25.3 Other Purchases of goods and services	-	\$4,911	\$4,911	-
25.7 Operation & Maintenance of Equipment	\$4,726	\$23,128	\$21,008	(\$2,120)
25.8 Subsistence and Support of Persons	-	\$701	\$701	-
26.0 Supplies & Materials	\$107,093	-	-	-
31.0 Equipment	\$81,243	-	-	-
94.0 Financial Transfers	\$68	-	-	-
Total - Non Pay Budget Object Class	\$241,330	\$299,151	\$450,777	\$151,626

Non Pay Cost Drivers

Non-Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted ¹	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
Detention/Booking/Prosecution Support	\$90,550	\$5,948	\$76,800	\$70,852
Line Watch	\$25,827	\$50,087	\$38,163	(\$11,924)
IT Management	\$12,064	\$10,365	\$13,886	\$3,521
Canine Patrol Inspection	\$5,301	\$5,386	\$5,300	(\$85)
Business Support - Assets & Logistics	\$42,238	\$338	\$338	-
Other Costs	\$268,350	\$227,027	\$316,290	\$89,263
Total - Non-Pay Cost Drivers	\$444,330	\$299,151	\$450,777	\$151,626

¹Includes \$203M in emergency funding for migrant care at the Southwest Border.

Explanation of Non-Pay Cost Drivers

Detention/Booking/Prosecution Support: This cost driver reflects the USBP operational funds for wraparound services dedicated to the short-term detention of migrants in our custody. These services include food, medical care, and laundry. Services are provided until CBP can complete a transfer of custody to ICE – Enforcement and Removal Operations, the U.S. Department of Health and Human Services, and/or State agencies. Changes in this cost driver from FY 2021 to FY 2022 are the result of the Medical Contract program increase.

Line Watch: This cost driver includes the non-pay costs to support Line Watch non-pay activities. Changes in this cost driver from FY 2021 to FY 2022 are the result of the Operational Mobility Program program decrease.

IT Management: This cost driver includes the non-pay costs of IT management for USBP operations. Changes in this cost driver from FY 2021 to FY 2022 are the result of the Realignment of the Wireless Services Program Division (WSPD).

Canine Patrol Inspection: This cost driver includes the USBP canine team routine and emergency veterinary care and kenneling services; specialized equipment for canines in rugged terrain environments; routine and irregular vehicle maintenance costs; and costs associated with mandatory technical and professional skill maintenance training and travel to various training venues. Changes in this cost driver from FY 2021 to FY 2022 are the result of the Non-Recur of Acquisition Inflation and an internal realignment of funding to the Other cost driver.

Business Support – Assets & Logistics: This cost driver previously included fleet operation and maintenance, animals, weapons and ammunition, and TALMEC, which is responsible for the acquisition of land-mobile radios, installation kits, support technology, contract support, facilities, and related assets management. There are no changes to this cost driver in FY 2022.

Although all radios are managed by TALMEC and USBP radios are funded in this PPA, OFO radios are funded in the Trade and Travel Operations/Office of Field Operations/Domestic Operations PPA, and radios for AMO are funded in the Integrated Operations/Air and Marine Operations/Assets and Support PPA. The following table shows the funding for TALMEC:

Base Sustainment Funding <i>(Dollars in Thousands)</i>	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
USBP Radio Refresh	\$23,191	\$17,775	\$17,775	-
OFO Radio Refresh	\$741	\$741	\$741	-
AMO Radio Refresh	\$4,067	\$4,067	\$4,067	-
Total TALMEC Program Base Funding	\$27,999	\$22,583	\$22,583	-

Other Costs: Includes the cost of agent support equipment, use of force equipment (body armor, hard-plate armor), Special Operations Group (SOG) and an increase in oral hiring boards. Changes in this cost driver from FY 2021 to FY 2022 are the result of the following adjustments:

- Realignment of the Southwest Field Office
- Realignment of the Program Management Office Directorate
- Realignment of WSPD Positions
- Realignment of Mobile Small Unmanned Aircraft System (sUAS)
- Realignment of JTF-W
- Medical Contract program enhancement
- Border Patrol Processing Coordinators program enhancement
- Rescue Beacons program enhancement

Assets and Support – PPA Level III**Budget Comparison and Adjustments****Comparison of Budget Authority and Request***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Assets and Support	-	-	\$696,858	-	-	\$716,734	-	-	\$669,752	-	-	(\$46,982)
Total	-	-	\$696,858	-	-	\$716,734	-	-	\$669,752	-	-	(\$46,982)
Subtotal Discretionary - Appropriation	-	-	\$696,858	-	-	\$716,734	-	-	\$669,752	-	-	(\$46,982)

PPA Level III Description

This PPA provides funding for USBP asset and acquisition management for equipment, technologies, facilities, and vehicles. Much of this funding is for procurement of items with an end-item unit cost below the PC&I threshold – for those items, the budget requests a two-year period of availability. The breakdown between one-year and two-year is outlined in the following table:

Assets & Support, One-Year Funding				
Program Name (Dollars in Thousands)	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
Agent Portable Surveillance System	\$1,800	\$1,240	-	(\$1,240)
Autonomous Surveillance Towers	-	\$12,400	\$12,400	-
Border Enforcement Coordination Network	-	-	\$10,502	\$10,502
Border Patrol Enforcement System	\$66,618	\$66,618	\$54,806	(\$11,812)
Border Patrol Facilities Rent	\$77,649	\$82,798	\$78,061	(\$4,737)
Border Patrol Facilities Sustainment	\$132,061	\$132,061	\$132,061	-
Border Patrol Vehicles	\$48,991	\$48,991	\$44,055	(\$4,936)
Business Support - Assets & Logistics	\$12,407	\$12,407	\$12,407	-
Business Support IT Management	-	\$7,534	\$7,534	-
Business Support		\$26,402	\$26,099	(\$303)
Carrizo Cane Eradication	-	\$4,000	-	(\$4,000)

US Border Patrol – PPA II**Assets and Support – PPA III**

Cross Border Tunnel Threat	\$3,150	\$2,000	\$2,000	-
Integrated Fixed Towers	\$20,993	\$12,898	\$14,485	\$1,587
Integrated Logistics Support System	\$36	\$36	\$36	-
Linear Ground Detection System	\$1,200	\$1,200	\$1,200	-
Mobile Surveillance Capability	\$17,196	\$12,643	\$12,643	-
Mobile Video Surveillance System	\$10,263	\$5,710	\$5,710	-
NB-RVSS	\$9,281	\$7,375	\$7,375	-
Policy/Planning/Governance	\$1,298	\$1,298	\$1,298	-
Remote Surveillance	\$4,242	\$4,242	-	(\$4,242)
Small Unmanned Aircraft Systems	\$1,707	\$3,927	\$6,047	\$2,120
TACCOM-Modernization	\$23,762	\$23,762	\$13,762	(\$10,000)
Tactical Aerostats	\$26,500	-	-	-
Tactical Infrastructure	\$64,598	\$49,485	\$49,485	-
Transportation Program	\$45,196	\$42,243	\$73,343	\$31,100
Unattended Ground Sensors	\$27,439	\$17,439	\$17,439	-
Assets & Support 1-Year Total	\$596,387	\$578,709	\$582,748	\$4,039
Assets & Support, Two-Year Funding				
Body Worn Cameras	-	\$14,044	-	(\$14,044)
Border Patrol Facilities Sustainment	\$55,134	\$65,337	\$54,269	(\$11,068)
Cameras for BSDP	-	\$20,000	-	(\$20,000)
Remote Video Surveillance System	\$45,337	\$31,544	\$25,635	(\$5,909)
Southwest Border Wall System	-	\$7,100	\$7,100	-
Assets & Support 2-Year Total	\$100,471	\$138,025	\$87,004	(\$51,021)
Assets & Support Total	\$696,858	\$716,734	\$669,752	(\$46,982)

Agent Portable Surveillance System (APSS): An agile, man-portable, thermal camera (day/night vision), and radar set on tripods that can be deployed by several agents on short notice in any terrain. It surveils three to five miles and is intended to cover gaps in existing fixed surveillance. APSS was formerly part of Mobile Surveillance.

Autonomous Surveillance Towers: This technology is an autonomous solution capable of detecting, identifying, and tracking illicit cross border activity. Each tower is a reliable, scalable, cost-effective, rapidly re-locatable mid-range surveillance solution (1.5 miles for human targets, >2.5 miles for vehicles). The autonomous nature of the system reduces the sensor/operator ratio as compared to other analogous surveillance systems and operates with 100 percent renewable/off-grid power.

Border Enforcement Coordination Network (BECN): The Border Enforcement Coordination Network (BECN) was created to support O&S maintenance and stood up the legacy Border Patrol Enforcement System (BPES), which will gradually scale down as the program transitions from legacy BPES to the modernized BECN platform. BECN consists of Information Technology systems, services, and equipment that help Border Patrol Agents detect, deter, identify, classify, and resolve illegal border activity:

- *Border Patrol Enforcement Tracking System (BPETS)*: manages and tracks the workforce staffing levels/schedules, vehicle assignments, rescues, deaths, turn-backs and got-aways.
- *Border Patrol Enterprise Reporting System (BPERT)*: Displays enterprise-level data to allow users to create reports that inform operations and document enforcement statistics.
- *Geospatial Information Services (GIS)*: plans, coordinates, and implements geospatial services, standards, and programs to support the business needs of USBP.
- *Operational Requirements Based Budget Program (ORBBP)*: a web-based application containing multiple modules that serve as the system of record for USBP planning, operations, budget requirements.
- *Intelligent Computer Assisted Detected (ICAD)*: supports real-time border surveillance. It identifies and classifies intrusion events from surveillance resources such UGS. The system is USBP'S primary system for tracking agent dispatch and officer safety
- *Tracking, Sign-cutting, and Modeling (TSM)*: Provides near real-time spatial representation of agent activity, sign-cutting and tracking operations. Integrated with e3, ICAD, eGIS, and BPETS to facilitate consistent and comprehensive monitoring of ground detection and geospatial tracking operations.
- *Team Awareness Kit (TAK)*: Provides agent centric situational awareness and blue force tracking capabilities. Allows agents to collect and disseminate tactical information and quickly and efficiently discern between friendly forces and potential threats.
- *ENFORCE Version 3 (e3)*: captures all enforcement actions for BPAs and CBPOs, including Biometrics, processing, and prosecutions.
- *Statistics & Data Integrity (SDI)*: provides CBP and DHS components with reliable statistical information for decision-making and in response to Federal agency requirements.
- *Mobile Processing Center (MPC)*: provides stand-alone mobile solutions for a range of missions including mass migration, remote processing, and disaster-related incidents.
- *Enterprise Geospatial Information System (eGIS)*: displays national spatial views from multiple data sources, including CBPs E3, ICAD, and TECS, National Geospatial-Intelligence Agency systems, and National Oceanic and Atmospheric Administration systems.

Border Patrol Enforcement Systems (BPES): The Border Patrol Enforcement Systems (BPES) O&S corresponds with enforcement network programs that allows for Planning, Detection, Classification, and Analysis of illegal border activity, the ability to provide data to external stakeholders, and the ability to provide program confluence and database architecture enhancement. The legacy BPES was designed to improve the efficiency,

effectiveness, and consistency amongst the enforcement workflow for USBP agents and professional staff. BPES continues to support the day-to-day enforcement operations of USBP, but modernization of BPES is underway to mitigate risks associated with maintaining and operating legacy enforcement systems; provide USBP agents with the information and 21st century tools necessary to effectively detect, deter, identify, classify, and resolve illegal border activity; and enhance USBP's ability to manage resources and adapt to emerging threats.

Border Patrol Facilities Rent: USBP's facilities portfolio is 6.5 million square feet. It includes 134 Border Patrol Stations and Substations, 20 Sector Headquarters, 15 Forward Operating Bases, 38 Permanent and Interim Checkpoints, and additional support facilities and infrastructure, including vehicle maintenance facilities, training buildings, and kennels. These locations are often in remote and extreme weather conditions. They support the continuous operations of the USBP, including staging and deploying agents, while supporting tactical and search-and-rescue teams; command, control, and communications activity; detention and processing; intelligence units; canine and horse operations, fleet maintenance and storage; and administrative, training and law enforcement coordination.

Border Patrol Facilities Sustainment: Provides funding for the continued operations of USBP facilities and support infrastructure. Activities includes the payment of utility expenses, building operations contracts, preventative maintenance, repairs, building system replacements, minor construction, alterations and improvements to meet operational needs at owned and leased facilities, fit-out of facilities, environmental compliance and remediation activities, portfolio planning, and facilities assessments.

Border Patrol Vehicles: USBP's fleet inventory is expected to be approximately 17,000 vehicles in FY 2022. USBP's vehicles are configured and deployed to support detection, interdiction, and enforcement activities between the POEs throughout the U.S. and U.S. territories. CBP manages the full lifecycle of the fleet including acquiring, operating, maintaining, and repairing and ultimately disposing of vehicles.

Business Support – Assets & Logistics: This includes support for fleet operation and maintenance, weapons and ammunition, service and contracts, facilities, and related assets management.

Business Support IT Management: Enables the Information Technology Branch to provide basic technology services for USBP Headquarters staff deployed nationally and internationally, as well as sector deployed licenses for cellular services. Enables the upgrade of highest priority, end-of-life information technology equipment and improves the way equipment is acquired and deployed.

Business Support: This includes Headquarters operational support to Agents in the field.

Carrizo Cane Eradication: This includes funding to remove Carrizo Cane from the banks of the Rio Grande River along the Southwest Border. Carrizo Cane is an invasive species that provides smugglers with hiding spots to avoid detection by BPAs.

Cross Border Tunnel Threat (CBTT): The CBTT program strengthens border security effectiveness between POEs by diminishing the ability of TCOs to gain access into the United States through cross-border tunnels and the illicit use of Underground Municipal Infrastructure (UMI). The CBTT program will acquire technologies and services that will reduce the ability of TCOs to smuggle drugs, money, and people across the border surreptitiously.

Integrated Fixed Towers (IFT): The IFT program is a network of fixed towers equipped with surveillance cameras, radar, and laser sensors that relay real-time information (radar and video) to USBP agents at a command center. IFT systems help agents detect, track, identify, and classify items of interest from a range of the location of each tower up to 6.2 miles away.

Integrated Logistics Support System: USBP's asset management and support system. This system optimizes functional support, leverages existing resources, and guides the system engineering process to quantify and lower life cycle costs.

Linear Ground Detection System (LGDS): A tactical surveillance system that provides detection and identification of Items of Interest along the border. It is a system that will improve upon the current in-ground system (i.e., Unattended Ground Sensor), will fill current gaps in the surveillance capability and capacity, is deployable across all environments, and is scalable. LGDS was formerly part of the Mobile Surveillance program.

Mobile Surveillance Capability: Mobile Surveillance Capability (MSC) are a suite of radars, day/night cameras, ground surveillance radars, laser range finders, laser illuminators, and global positioning systems, and a command, control, and communication system that are outfitted on government vehicles. The MSC systems provide mobile area surveillance in remote, rural areas and cover a range of eight to 12 kilometers. USBP agents use them to detect, identify, and track Items of Interest.

Mobile Video Surveillance System: MVSS technology enables medium-range surveillance, augmenting or covering areas not covered by fixed surveillance technology deployments. MVSS provides visual detection, identification, classification, and tracking of Items of Interest in urban and remote areas along the border. The MVSS consists of a suite of camera sensors mounted on USBP vehicles. The system's payload is installed in the truck bed which houses an extendable mast to which are mounted the day and night cameras, laser illuminator, and a laser range finder.

Northern Border RVSS (NB-RVSS): NB-RVSS is day/night cameras attached to fixed towers or existing structures at eighteen locations along the northern border in Michigan and New York and provide fixed/persistent detection, identification, classification, and tracking of Items of Interest. BPAs use NB-RVSS to monitor border activity in real time from a centralized command center. In FY 2021, NB-RVSS also took responsibility for the operations and maintenance of Maritime Detection Program (MDP).

Policy/Planning/Governance: The technology provided by PMOD acquisition programs provide persistent wide-area surveillance for visual detection, identification, classification, and tracking of items of interest.

Remote Surveillance: CBP remote surveillance projects and demonstrations include:

- *Maritime Detection Project (MDP)*: Consists of 5 towers throughout the Detroit, Buffalo, and Swanton Sectors and 6 subscription radar feeds. MDP plans to deploy 1 additional tower in Detroit and up to 5 towers in lake Ontario. MDP transitioned to the Northern Border RVSS program in FY 2021.

- *California Coastal Surveillance (CCS)*: CCS is a technology demonstration project to evaluate the effectiveness and usefulness of mobile and relocatable antennas to fill USBP's maritime surveillance gap along the California coast.
- *Remote Surveillance Technology Innovation*: Remote Surveillance Technology Innovation is a demonstration to adapt and deliver off-the-shelf products that can be modified, tested, and delivered for use in relevant timeframes (generally six to 36 months). As stated in the name, this funding will allow CBP to innovate and try new technologies in order to find and deliver critical, innovative technology quickly and cost effectively and improve the overall CBP technology mix. It may also allow CBP to see where technologies can be scaled up/down or are not needed.

Small Unmanned Aircraft System (sUAS): sUAS capability provides security along remote, isolated and inaccessible portions of the Nation's borders, ground reconnaissance, surveillance and risk tracking (RST) capabilities. The ability to persistently and discreetly surveil remote access restricted areas along portions of the border is critical to USBP's ability to secure the border.

TACCOM Modernization: TACCOM Modernization is a Program of Record (PoR) that includes infrastructure and wireless voice communications and is part of TALMEC. TACCOM Modernization consists of land mobile radio (LMR) system modernization projects and the Digital in Place (DIP) project, the Radio Internet Protocol Systems (RIPS) effort, and investigates and tracks the evolution of broadband technologies and solutions. Modernizations upgrade existing LMR systems, improve wireless communications coverage in remote locations and replace the tactical voice communications infrastructure used by CBP agents and officers. This brings LMR systems into compliance with mandated narrow-banding and the National Institute of Standards and Technology (NIST)-supported Advanced Encryption Standard (AES) requirements. By using AES, TACCOM Modernization enables CBP agents and officers to communicate securely with Federal, State, and tribal agencies.

Tactical Aerostats: The Tactical Aerostat System (TAS) program provides land domain awareness and persistent ground surveillance aloft up to 2000ft along the United States-Mexico border, primarily in the Rio Grande Valley (RGV) and Laredo (LRT) USBP sectors. Utilizing a family of CBP-owned aerostats, six aerostat systems are currently deployed to detect, identify, classify, and track cross-border activity in high-risk border areas serving in response to urgent and compelling needs.

Tactical Infrastructure: Tactical Infrastructure provides for planning, construction, and replacement of various tactical infrastructure components, including roads, fences, gates, bridges, crossovers, lighting, electrical components, drainage structures, vegetation removal, debris removal, and maintaining towers and real property.

Transportation: The Transportation Program manages a commercial services contract that provides detainee transportation and guard services along the Southwest Border increasing agent and officer availability to conduct higher-priority law enforcement and inherent governmental functions.

Unattended Ground Sensor (UGS): UGS are covertly deployed sensors that can be frequently relocated, and are used to detect, identify and track threats and activity in the area of operations. In some cases, these devices are used to confirm non-activity areas and monitor for changes.

Body Worn Cameras: This funding supports investment in individual cameras to be worn by BPAs in the field.

Cameras for BSDP: This funding supports installation of cameras at USBP stations.

Remote Video Surveillance System: RVSS is a remotely controlled system of daylight and infrared night cameras mounted to a permanent structure. The images are transmitted, monitored, and recorded at a central location. RVSS systems are deployed to monitor large spans of the international border, especially highly trafficked routes with illegal activity.

Southwest Border Wall System: The border wall system includes wall, lighting, electrical supply, cameras, roads, and a linear ground detection system. The border wall system is located in areas with extreme heat and periodic flooding. It will undergo heavy use by the U.S. Border Patrol and incur breaches by migrants. To ensure the wall system is fully operational, the O&S funding will develop and deploy a maintenance program that can quickly respond to repair requests and provide routing maintenance to prevent accelerated depreciation and reduced operational effectiveness.

Assets and Support – PPA Level III
Summary of Budget Changes
(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	-	-	\$696,858
FY 2021 Enacted	-	-	\$716,734
FY 2022 Base Budget	-	-	\$716,734
Total Technical Changes	-	-	-
Realignment of Mobile Small Unmanned Aircraft System (sUAS)	-	-	\$2,120
Realignment of Southwest (SW) Field Office	-	-	(\$303)
Total Transfers	-	-	\$1,817
FPS Fee Adjustment	-	-	\$645
Adjustments for Rent-Related Expenses	-	-	(\$5,382)
Integrated Fixed Towers	-	-	\$1,587
Non-Recur Body Worn Cameras	-	-	(\$14,044)
Non-Recur Cameras for BSDP	-	-	(\$20,000)
Non-Recur Carrizo Cane Eradication	-	-	(\$4,000)
Non-Recur of FY21 Processing Coordinators	-	-	(\$4,974)
Total Pricing Changes	-	-	(\$46,168)
Total Adjustments-to-Base	-	-	(\$44,351)
FY 2022 Current Services	-	-	\$672,383
Agent Portable Surveillance System	-	-	(\$1,240)
Border Enforcement Coordination Network	-	-	\$10,502
Border Patrol Enforcement Systems	-	-	(\$11,812)
Border Patrol Processing Coordinators	-	-	\$38
Facilities Maintenance	-	-	(\$11,068)
Remote Surveillance	-	-	(\$4,242)
Remote Video Surveillance System	-	-	(\$5,909)
TACCOM Modernization	-	-	(\$10,000)
Transportation Program	-	-	\$31,100

US Border Patrol – PPA II**Assets and Support – PPA III**

Total Program Changes	-	-	(\$2,631)
FY 2022 Request	-	-	\$669,752
FY 2021 TO FY 2022 Change	-	-	(\$46,982)

Assets and Support – PPA Level III

Non Pay Budget Exhibits

Non Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Assets and Support	\$696,858	\$716,734	\$669,752	(\$46,982)
Total	\$696,858	\$716,734	\$669,752	(\$46,982)
Subtotal Discretionary - Appropriation	\$696,858	\$716,734	\$669,752	(\$46,982)

Non Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$1,756	\$1,584	\$1,524	(\$60)
22.0 Transportation of Things	\$1,237	-	-	-
23.1 Rental Payments to GSA	\$61,057	\$66,093	\$60,711	(\$5,382)
23.2 Rental Payments to Others	\$13,410	\$13,410	\$13,410	-
23.3 Communications, Utilities, & Miscellaneous	\$19,506	\$19,506	\$19,506	-
25.1 Advisory & Assistance Services	-	\$154,973	\$154,973	-
25.2 Other Services from Non-Federal Sources	\$292,831	\$264,640	\$233,485	(\$31,155)
25.4 Operations & Maintenance of Facilities	\$133,903	\$177,612	\$167,189	(\$10,423)
25.7 Operation & Maintenance of Equipment	\$67,901	\$18,916	\$18,954	\$38
26.0 Supplies & Materials	\$608	-	-	-
31.0 Equipment	\$104,649	-	-	-
Total - Non Pay Budget Object Class	\$696,858	\$716,734	\$669,752	(\$46,982)

Non Pay Cost Drivers

Non Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
Contracts	\$395,656	\$529,397	\$489,702	(\$39,695)
Equipment	\$53,331	\$56,033	\$51,097	(\$4,936)
Rent and Utilities	\$209,549	\$99,009	\$93,627	(\$5,382)
Land and Structures	\$34,602	\$30,103	\$28,504	(\$1,599)
Other Costs	\$3,720	\$2,192	\$6,822	\$4,630
Total - Non Pay Cost Drivers	\$696,858	\$716,734	\$669,752	(\$46,982)

Explanation of Non Pay Cost Drivers

Contracts: This cost driver includes contracts related to the wide range of Border Patrol services, programs, and technologies funded out of the Assets and Support sub-PPA. Changes in this cost driver from FY 2021 to FY 2022 are associated with the Non-Recur of Body Worn Cameras, the Non-Recur of Cameras for BSDP, the Agent Portable Surveillance System program decrease, the Border Enforcement Systems program decrease, the RVSS program decrease, and the Transportation Program increase.

Equipment: This cost driver includes equipment purchases related to the wide range of Border Patrol services, programs, and technologies funded out of the Assets and Support sub-PPA. Changes in this cost driver are associated with the Non-Recur of FY 2021 Processing Coordinators pricing decrease and the Border Patrol Enforcement Systems program decrease.

Rent and Utilities: This cost driver includes USBP rent and rent-related expenses for facilities that are leased through GSA, CBP's direct lease authority or inter-agency agreements. Expenses include base rent, which provides standard building services, along with Federal Protective Services and above-standard services, including utilities and security at facilities that maintain 24/7 operations. Utility expenses include, but are not limited to, electric, water and sewage payments. Changes in this cost driver from FY 2021 to FY 2022 are the result of the Adjustments for Rent-Related Expenses pricing decrease and the FPS Fee Adjustment pricing increase.

Land and Structures: This cost driver includes costs associated with the purchase or lease of land and structures in support of the Border Patrol mission. Changes in this cost driver from FY 2021 to FY 2022 are the result of the RVSS program decrease.

Other Costs: Other non-pay costs include transportation costs (i.e., travel), supplies and materials in support of all USBP acquisition programs to efficiently and effectively deliver and sustain the technology required by CBP. Changes in this cost driver from FY 2021 to FY 2022 are the result of the Border Patrol Processing Coordinators program increase and the Transportation Program increase.

*Office of Training and Development – PPA Level II***Budget Comparison and Adjustments****Comparison of Budget Authority and Request***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Office of Training and Development	239	239	\$60,236	239	239	\$62,146	256	254	\$69,225	17	15	\$7,079
Total	239	239	\$60,236	239	239	\$62,146	256	254	\$69,225	17	15	\$7,079
Subtotal Discretionary - Appropriation	239	239	\$60,236	239	239	\$62,146	256	254	\$69,225	17	15	\$7,079

PPA Level II Description

This PPA funds the training costs of the USBP agents responsible for the front-line border security mission of CBP, the associated operating costs of the Border Patrol Academy in Artesia, NM, and the associated operating costs of the Canine Center in El Paso, TX. This includes curriculum development, design, and instruction for Basic Training; Driver Training; BP Operations/Planning; Canine; Special Operations Groups; Riverine Training; and Instructor Training.

Office of Training and Development – PPA Level II
Summary of Budget Changes
(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	239	239	\$60,236
FY 2021 Enacted	239	239	\$62,146
FY 2022 Base Budget	239	239	\$62,146
Total Technical Changes	-	-	-
Realignment of Technology Training Support Branch	13	13	\$1,820
Total Transfers	13	13	\$1,820
Civilian Pay Raise Total	-	-	\$1,033
Annualization of Prior Year Pay Raise	-	-	\$412
FERS Adjustment	-	-	\$467
Civilian Pay Raise Offset	-	-	(\$84)
Non-Recur of FY21 Processing Coordinators	-	-	(\$623)
Total Pricing Changes	-	-	\$1,205
Total Adjustments-to-Base	13	13	\$3,025
FY 2022 Current Services	252	252	\$65,171
Border Patrol Processing Coordinators	4	2	\$3,349
Office of Training and Development Relocations	-	-	(\$1,723)
Training	-	-	\$2,428
Total Program Changes	4	2	\$4,054
FY 2022 Request	256	254	\$69,225
FY 2021 TO FY 2022 Change	17	15	\$7,079

Office of Training and Development – PPA Level II

Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Office of Training and Development	239	239	\$41,251	\$172.60	239	239	\$50,557	\$211.54	256	254	\$52,724	\$207.57	17	15	\$2,167	(\$3.96)
Total	239	239	\$41,251	\$172.60	239	239	\$50,557	\$211.54	256	254	\$52,724	\$207.57	17	15	\$2,167	(\$3.96)
Subtotal Discretionary - Appropriation	239	239	\$41,251	\$172.60	239	239	\$50,557	\$211.54	256	254	\$52,724	\$207.57	17	15	\$2,167	(\$3.96)

Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$24,929	\$35,755	\$38,282	\$2,527
11.5 Other Personnel Compensation	\$2,722	\$1,642	\$1,688	\$46
12.1 Civilian Personnel Benefits	\$13,600	\$13,160	\$12,754	(\$406)
Total - Personnel Compensation and Benefits	\$41,251	\$50,557	\$52,724	\$2,167
Positions and FTE				
Positions - Civilian	239	239	256	17
FTE - Civilian	239	239	254	15

Pay Cost Drivers

Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Border Patrol Agent	177	\$33,374	\$188.55	177	\$40,624	\$229.51	177	\$41,038	\$231.85	-	\$414	\$2.34
Non-LEO Personnel	62	\$7,877	\$127.05	62	\$9,933	\$160.21	77	\$11,629	\$151.03	15	\$1,696	(\$9.18)
Total – Pay Cost Drivers	239	\$41,251	\$172.60	239	\$50,557	\$211.54	254	\$52,667	\$207.35	15	\$2,110	(\$4.19)

Explanation of Pay Cost Drivers

Border Patrol Agent: This cost driver funds the salaries and benefits of BPAs. FY 2022 changes reflect increases to the agency's FERS Contribution, annualization of the FY 2021 Pay Raise, and the FY 2022 Pay Raise. Also included in the FY 2022 changes is a decrease associated with the Civilian Pay Raise Offset.

Non-LEO Personnel: This cost driver funds the salaries and benefits of non-Law Enforcement Officer personnel. FY 2022 changes reflect increases to the agency's FERS Contribution, annualization of the FY 2021 Pay Raise, the FY 2022 Pay Raise, and the Border Patrol Processing Coordinators program enhancement. Also included in the FY 2022 changes is a decrease associated with the Civilian Pay Raise Offset.

Office and Training and Development – PPA Level II

Non Pay Budget Exhibits

Non Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Office of Training and Development	\$18,985	\$11,589	\$16,501	\$4,912
Total	\$18,985	\$11,589	\$16,501	\$4,912
Subtotal Discretionary - Appropriation	\$18,985	\$11,589	\$16,501	\$4,912

Non Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$15,701	\$5,634	\$5,499	(\$135)
22.0 Transportation of Things	\$1,547	\$1,036	\$1,036	-
23.2 Rental Payments to Others	-	\$107	\$107	-
23.3 Communications, Utilities, & Miscellaneous	-	\$928	\$909	(\$19)
25.1 Advisory & Assistance Services	-	\$3,154	\$3,154	-
25.2 Other Services from Non-Federal Sources	\$747	-	\$5,065	\$5,065
25.7 Operation & Maintenance of Equipment	-	-	\$1	\$1
25.8 Subsistence and Support of Persons	-	\$730	\$730	-
26.0 Supplies & Materials	\$386	-	-	-
31.0 Equipment	\$604	-	-	-
Total - Non Pay Budget Object Class	\$18,985	\$11,589	\$16,501	\$4,912

Non Pay Cost Drivers

Non Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
BPA Basic Training Program	\$13,562	\$4,100	\$8,476	\$4,376
Canine Training Program	\$959	\$2,496	\$2,496	-
Canine Procurements	\$156	\$407	\$1,000	\$593
Special Operations Group (SOG) Training Program	\$133	\$347	\$347	-
Other Costs	\$4,175	\$4,239	\$4,239	-
Total - Non Pay Cost Drivers	\$18,985	\$11,589	\$16,558	\$4,969

Explanation of Non Pay Cost Drivers

BPA Basic Training Program: This cost driver includes travel, TDY, FLETC lodging and meals, basic issue supplies and equipment to deliver basic training to newly hired BPAs. Costs vary based on the total number of new BPAs attending training and the increase of FLETC's lodging and meals. Changes in this cost driver are associated with the non-recur of FY21 processing coordinators pricing change, the training program enhancement, the Office of Training and Development Relocations program decrease, and the Border Patrol Processing Coordinators hiring enhancement.

Canine Training Program: This cost driver includes student travel, TDY, and supply and equipment cost to deliver training to BPAs for all canine disciplines. Costs vary based on the total number of BPAs attending training. CBP anticipates no change from FY 2021.

Canine Procurements: This cost driver includes the procurement costs to purchase dogs to support delivery of training for new and replacement handler courses. Changes in this cost driver are associated with the training program enhancement.

SOG Training Program: This cost driver includes travel, TDY, supplies and equipment cost to deliver advanced training to Border Patrol Tactical Unit and Border Patrol Search, Trauma, and Rescue Unit team members. Costs vary based on the total number of BPAs attending training. CBP anticipates no change from FY 2021.

Other Costs: This cost driver reflects the remaining costs for basic and advanced training of BPAs and the operating budget/facility support requirements for the Canine Center El Paso and the Border Patrol Academy in Artesia. Costs vary based on the total number of BPAs attending training, and other support costs for CBP training facilities; however, CBP anticipates no change from FY 2021.

*Trade and Travel Operations – PPA***Budget Comparison and Adjustments****Comparison of Budget Authority and Request***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Office of Field Operations	19,917	19,462	\$4,444,156	19,659	19,337	\$4,614,224	19,670	19,348	\$4,773,886	11	11	\$159,662
Office of Trade	905	905	\$279,362	958	932	\$289,387	1,088	1,088	\$289,746	130	156	\$359
Office of Training and Development	175	175	\$65,515	169	169	\$65,445	179	179	\$71,023	10	10	\$5,578
Total	20,997	20,542	\$4,789,033	20,786	20,438	\$4,969,056	20,937	20,615	\$5,134,655	151	177	\$165,599
Subtotal Discretionary - Appropriation	20,997	20,542	\$4,789,033	20,786	20,438	\$4,969,056	20,937	20,615	\$5,134,655	151	177	\$165,599

PPA Level I Description

The Trade and Travel Operations program allows the Department to better intercept potential threats prior to and upon arrival at the POEs, before they can cause harm, while simultaneously expediting legal trade and travel. The program includes a multi-layered system of people, technology, intelligence, risk information, targeting, international cooperation, and expanded shipper and traveler vetting that provides greater flexibility and capacity to accomplish these functions prior to arrival at the U.S. border.

CBP extends security and strategic and tactical awareness beyond U.S. physical borders through bilateral cooperation with other nations, private-sector partnerships, expanded targeting, and advance scrutiny of information on people and products coming into this country.

Several of the inspection activities performed at POEs and their associated costs are authorized to be reimbursed by user fee revenues that are remitted to CBP on quarterly or monthly basis. To manage the funding relationship between O&S appropriated funds and user fees, CBP leverages the O&S appropriation to fund activities related to the performance of customs, immigration, and agriculture inspections at POEs and then reimburses O&S to the extent fees are available from the Immigrations Inspection, Agriculture Quarantine Inspection, and Consolidated Omnibus Reconciliation Act (COBRA) inspections fees, along with reimbursable programs and public-private partnerships.

This PPA contains the following Level II PPAs:

Office of Field Operations (OFO): This PPA includes all appropriated O&S funding for OFO, which represents approximately 63.8% of total OFO funding, as well as related funding for facilities maintenance and information technology. OFO's remaining funding comes from user fee collections.

Office of Trade (OT): OT plays a critical role in defending America’s economic security by enforcing current trade laws and implementing new measures to align to the Administration’s vision of protecting American industry and creating jobs by leveling the playing field for American businesses.

Office of Training and Development (OTD): OTD is responsible for providing all levels of training so that CBPOs and OT personnel can carry out their assigned missions.

Trade and Travel Operations – PPA Budget Authority and Obligations

(Dollars in Thousands)

	FY 2020	FY 2021	FY 2022
Enacted/Request	\$4,789,033	\$4,969,056	\$5,134,655
Carryover - Start of Year	\$41,752	\$15,474	-
Recoveries	\$11,684	\$2,113	-
Rescissions to Current Year/Budget Year	(\$269)	(\$431)	-
Net Sequestered Resources	-	-	-
Reprogramming/Transfers	\$43,493	\$431	-
Supplementals	-	-	-
Total Budget Authority	\$4,885,693	\$4,986,643	\$5,134,655
Collections - Reimbursable Resources	\$42,703	\$42,733	\$42,733
Collections - Other Sources	-	-	-
Total Budget Resources	\$4,928,396	\$5,029,376	\$5,177,388
Obligations (Actual/Estimates/Projections)	\$4,840,056	\$5,029,376	\$5,177,388
Personnel: Positions and FTE			
Enacted/Request Positions	20,997	20,786	20,937
Enacted/Request FTE	20,542	20,438	20,615
Onboard and Actual FTE			
Onboard (Actual/Estimates/Projections)	21,301	20,934	20,927
FTE (Actual/Estimates/Projections)	20,939	20,612	20,605

Trade and Travel Operations – PPA
Summary of Budget Changes
(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	20,997	20,542	\$4,789,033
FY 2021 Enacted	20,786	20,438	\$4,969,056
FY 2022 Base Budget	20,786	20,438	\$4,969,056
Technical Adjustment	138	138	-
Total Technical Changes	138	138	-
Realignment for Trade Relations	(1)	(1)	(\$141)
Realignment of Joint Task Force – West (JTF-W)	2	2	\$638
Realignment of Regulatory Reform Attorneys	2	1	\$250
Realignment of Technology Training Support Branch	10	10	\$2,114
Total Transfers	13	12	\$2,861
Civilian Pay Raise Total	-	-	\$72,712
Annualization of Prior Year Pay Raise	-	-	\$32,658
FERS Adjustment	-	-	\$26,210
FPS Fee Adjustment	-	-	\$4,712
Adjustments for Rent-Related Expenses	-	-	(\$10,273)
Annualization of Advanced Trade Analytics Platform	-	1	\$396
Annualization of Regulatory Reform Hiring	-	1	\$217
Annualization of Trade Agreement, Remedies & Enforcement Personnel	-	25	\$2,510
Automated Commercial Environment	-	-	\$919
Civilian Pay Raise Offset	-	-	(\$2,556)
Correct CBP Base Pay	-	-	\$28,295
Delay in Hiring	-	-	(\$30,235)
FY 2022 Pay Raise for Fee Funded Positions	-	-	\$23,069
Non-Recur Acquisition Inflation	-	-	(\$40)
Non-Recur Adjustment to Map to Request	-	-	(\$11,025)
Non-Recur National Vetting Center	-	-	(\$3,790)

Operations and Support**Trade and Travel Operations – PPA**

Non-Recur OFO Facilities	-	-	(\$14,775)
Non-Recur Regulatory Reform Hiring	-	-	(\$15)
Total Pricing Changes	-	27	\$118,989
Total Adjustments-to-Base	151	177	\$121,850
FY 2022 Current Services	20,937	20,615	\$5,090,906
Land Port of Entry Furniture, Fixtures and Equipment	-	-	\$12,449
National Vetting Center Increase	-	-	\$14,000
Non-Intrusive Inspection Systems	-	-	\$15,000
Training	-	-	\$2,300
Total Program Changes	-	-	\$43,749
FY 2022 Request	20,937	20,615	\$5,134,655
FY 2021 TO FY 2022 Change	151	177	\$165,599

Trade and Travel Operations – PPA Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Office of Field Operations	19,917	19,462	\$3,171,293	\$162.95	19,659	19,337	\$3,350,675	\$173.28	19,670	19,348	\$3,457,042	\$178.68	11	11	\$106,367	\$5.40
Office of Trade	905	905	\$161,309	\$178.24	958	932	\$170,176	\$182.59	1,088	1,088	\$180,408	\$165.82	130	156	\$10,232	(\$16.78)
Office of Training and Development	175	175	\$40,107	\$229.18	169	169	\$37,258	\$220.46	179	179	\$40,479	\$226.14	10	10	\$3,221	\$5.68
Total	20,997	20,542	\$3,372,709	\$164.19	20,786	20,438	\$3,558,109	\$174.09	20,937	20,615	\$3,677,929	\$178.41	151	177	\$119,820	\$4.32
Subtotal Discretionary - Appropriation	20,997	20,542	\$3,372,709	\$164.19	20,786	20,438	\$3,558,109	\$174.09	20,937	20,615	\$3,677,929	\$178.41	151	177	\$119,820	\$4.32

Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$2,130,080	\$2,235,189	\$2,290,123	\$54,934
11.3 Other than Full-time Permanent	\$7,202	\$5,863	\$6,030	\$167
11.5 Other Personnel Compensation	\$295,624	\$300,177	\$308,787	\$8,610
12.1 Civilian Personnel Benefits	\$939,803	\$1,016,880	\$1,072,989	\$56,109
Total - Personnel Compensation and Benefits	\$3,372,709	\$3,558,109	\$3,677,929	\$119,820
Positions and FTE				
Positions - Civilian	20,997	20,786	20,937	151
FTE - Civilian	20,542	20,438	20,615	177

Trade and Travel Operations – PPA

Non Pay Budget Exhibits

Non Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Office of Field Operations	\$1,272,863	\$1,263,549	\$1,316,844	\$53,295
Office of Trade	\$118,053	\$119,211	\$109,338	(\$9,873)
Office of Training and Development	\$25,408	\$28,187	\$30,544	\$2,357
Total	\$1,416,324	\$1,410,947	\$1,456,726	\$45,779
Subtotal Discretionary - Appropriation	\$1,416,324	\$1,410,947	\$1,456,726	\$45,779

Non Pay by Object Class*(Dollars in Thousands)*

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$53,061	\$53,309	\$53,327	\$18
22.0 Transportation of Things	\$5,948	\$6,074	\$6,074	-
23.1 Rental Payments to GSA	\$441,139	\$454,444	\$443,932	(\$10,512)
23.2 Rental Payments to Others	\$13,039	\$12,882	\$12,883	\$1
23.3 Communications, Utilities, & Miscellaneous	\$21,037	\$29,032	\$29,279	\$247
24.0 Printing and Reproduction	\$34	\$28	\$29	\$1
25.1 Advisory & Assistance Services	-	\$359,793	\$359,793	-
25.2 Other Services from Non-Federal Sources	\$723,323	\$373,779	\$426,303	\$52,524
25.3 Other Purchases of goods and services	\$1,007	-	\$1	\$1
25.4 Operations & Maintenance of Facilities	\$28,240	\$65,691	\$55,628	(\$10,063)
25.7 Operation & Maintenance of Equipment	\$971	\$53,723	\$54,795	\$1,072
25.8 Subsistence and Support of Persons	-	\$2,192	\$2,192	-
26.0 Supplies & Materials	\$21,211	-	\$1	\$1
31.0 Equipment	\$107,314	-	\$40	\$40
32.0 Land and Structures	-	-	\$12,449	\$12,449
Total - Non Pay Budget Object Class	\$1,416,324	\$1,410,947	\$1,456,726	\$45,779

*Office of Field Operations – PPA Level II***Budget Comparison and Adjustments****Comparison of Budget Authority and Request***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Domestic Operations	18,229	17,774	\$3,074,199	17,971	17,649	\$3,198,271	17,972	17,650	\$3,329,836	1	1	\$131,565
International Operations	840	840	\$144,940	840	840	\$148,389	840	840	\$153,089	-	-	\$4,700
Targeting Operations	848	848	\$241,449	848	848	\$257,648	858	858	\$273,932	10	10	\$16,284
Assets and Support	-	-	\$983,568	-	-	\$1,009,916	-	-	\$1,017,029	-	-	\$7,113
Total	19,917	19,462	\$4,444,156	19,659	19,337	\$4,614,224	19,670	19,348	\$4,773,886	11	11	\$159,662
Subtotal Discretionary - Appropriation	19,917	19,462	\$4,444,156	19,659	19,337	\$4,614,224	19,670	19,348	\$4,773,886	11	11	\$159,662

PPA Level II Description

The Office of Field Operations (OFO) is the law enforcement component responsible for carrying out CBP's complex and demanding border security mission at all POEs. OFO facilitates the lawful access of people and goods to the Nation by securing and expediting international trade and travel.

In addition to appropriated funds, OFO receives funding from 27 sources, including user fees, trust funds, and other reimbursable private sources. In some cases, such as with the Virgin Islands Deposit Fund (VIDF), the funding source is dedicated to a specific activity and cannot, by law, be supplemented with appropriations. However, in many cases, CBP does not recover the full cost of activities, which were often designed to be fully reimbursed from their respective funding sources. For that reason, it is important to understand the relationship between appropriations and a number of other funding sources that support CBP and OFO's mission. User Fees and other reimbursable activities will be addressed in full in their appropriate sections of CBP's Budget Justification; however, the fees will also be referenced in moderation throughout the Trade and Travel PPA annual appropriations sections in order to provide this full funding scope and profile context to appropriators.

The following table shows the full funding profile for OFO but does not include the related facilities maintenance and information technology funding included in this PPA (within the Level III Assets and Support PPA):

Office of Field Operations Funding Profile* – Discretionary Appropriations and Other Sources				
Appropriation <i>(Dollars in Thousands)</i>	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes

Trade and Travel Operations – PPA**Office of Field Operations – PPA II**

O&S 1 year	\$3,805,514	\$3,960,551	\$4,128,100	\$167,549
O&S 2 year	\$25,286	\$20,286	\$20,286	-
O&S Emergency Appropriations for User Fee Decline	-	\$840,000	-	(\$840,000)
<i>Operations and Support Subtotal</i>	<i>\$3,830,800</i>	<i>\$4,820,837</i>	<i>\$4,148,386</i>	<i>(\$672,451)</i>
PC&I 3 year	\$66,124	-	\$32,000	\$32,000
Total	\$3,896,924	\$4,820,837	\$4,180,386	(\$640,451)

*The chart above displays OFO funding only, including emergency mandatory appropriations included in the FY 2021 Enacted. The Trade and Travel PPA includes funding for other offices (i.e., the Office of Trade) that is included in other Trade and Travel Sub-PPAs, and the amounts above will not match individual PPA totals.

Office of Field Operations – PPA Level II Summary of Budget Changes

(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	19,917	19,462	\$4,444,156
FY 2021 Enacted	19,659	19,337	\$4,614,224
FY 2022 Base Budget	19,659	19,337	\$4,614,224
Technical Adjustment	10	10	-
Total Technical Changes	10	10	-
Realignment for Trade Relations	(1)	(1)	(\$141)
Realignment of Joint Task Force – West (JTF-W)	2	2	\$638
Total Transfers	1	1	\$497
Civilian Pay Raise Total	-	-	\$68,469
Annualization of Prior Year Pay Raise	-	-	\$30,510
FERS Adjustment	-	-	\$24,266
FPS Fee Adjustment	-	-	\$4,712
Adjustments for Rent-Related Expenses	-	-	(\$10,273)
Civilian Pay Raise Offset	-	-	(\$2,707)
Correct CBP Base Pay	-	-	\$28,295
Delay in Hiring	-	-	(\$30,023)
FY 2022 Pay Raise for Fee Funded Positions	-	-	\$23,069
Non-Recur Acquisition Inflation	-	-	(\$37)
Non-Recur National Vetting Center	-	-	(\$3,790)
Non-Recur OFO Facilities	-	-	(\$14,775)
Total Pricing Changes	-	-	\$117,716
Total Adjustments-to-Base	11	11	\$118,213
FY 2022 Current Services	19,670	19,348	\$4,732,437
Land Port of Entry Furniture, Fixtures and Equipment	-	-	\$12,449
National Vetting Center Increase	-	-	\$14,000
Non-Intrusive Inspection Systems	-	-	\$15,000

Trade and Travel Operations – PPA**Office of Field Operations – PPA II**

Total Program Changes	-	-	\$41,449
FY 2022 Request	19,670	19,348	\$4,773,886
FY 2021 TO FY 2022 Change	11	11	\$159,662

Office of Field Operations – PPA Level II

Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Domestic Operations	18,229	17,774	\$2,900,133	\$163.17	17,971	17,649	\$3,053,980	\$173.04	17,972	17,650	\$3,170,135	\$179.61	1	1	\$116,155	\$6.57
International Operations	840	840	\$117,612	\$140.01	840	840	\$128,250	\$152.68	840	840	\$125,761	\$149.72	-	-	(\$2,489)	(\$2.96)
Targeting Operations	848	848	\$153,548	\$181.07	848	848	\$168,445	\$198.64	858	858	\$161,146	\$187.82	10	10	(\$7,299)	(\$10.82)
Total	19,917	19,462	\$3,171,293	\$162.95	19,659	19,337	\$3,350,675	\$173.28	19,670	19,348	\$3,457,042	\$178.68	11	11	\$106,367	\$5.40
Subtotal Discretionary - Appropriation	19,917	19,462	\$3,171,293	\$162.95	19,659	19,337	\$3,350,675	\$173.28	19,670	19,348	\$3,457,042	\$178.68	11	11	\$106,367	\$5.40

Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$1,973,994	\$2,085,557	\$2,131,333	\$45,776
11.3 Other than Full-time Permanent	\$6,742	\$5,863	\$6,030	\$167
11.5 Other Personnel Compensation	\$294,675	\$297,346	\$305,865	\$8,519
12.1 Civilian Personnel Benefits	\$895,882	\$961,909	\$1,013,814	\$51,905
Total - Personnel Compensation and Benefits	\$3,171,293	\$3,350,675	\$3,457,042	\$106,367
Positions and FTE				
Positions - Civilian	19,917	19,659	19,670	11
FTE - Civilian	19,462	19,337	19,348	11

Office of Field Operations – PPA Level II

Non Pay Budget Exhibits

Non Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Domestic Operations	\$174,066	\$144,291	\$159,701	\$15,410
International Operations	\$27,328	\$20,139	\$27,328	\$7,189
Targeting Operations	\$87,901	\$89,203	\$112,786	\$23,583
Assets and Support	\$983,568	\$1,009,916	\$1,017,029	\$7,113
Total	\$1,272,863	\$1,263,549	\$1,316,844	\$53,295
Subtotal Discretionary - Appropriation	\$1,272,863	\$1,263,549	\$1,316,844	\$53,295

Non Pay by Object Class*(Dollars in Thousands)*

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$40,899	\$45,346	\$45,346	-
22.0 Transportation of Things	\$4,119	\$4,966	\$4,966	-
23.1 Rental Payments to GSA	\$440,994	\$454,444	\$443,926	(\$10,518)
23.2 Rental Payments to Others	\$11,517	\$11,470	\$11,470	-
23.3 Communications, Utilities, & Miscellaneous	\$20,718	\$29,032	\$29,277	\$245
24.0 Printing and Reproduction	\$34	\$28	\$28	-
25.1 Advisory & Assistance Services	-	\$306,693	\$306,693	-
25.2 Other Services from Non-Federal Sources	\$620,821	\$300,614	\$361,796	\$61,182
25.4 Operations & Maintenance of Facilities	\$28,240	\$65,691	\$55,628	(\$10,063)
25.7 Operation & Maintenance of Equipment	-	\$43,833	\$43,833	-
25.8 Subsistence and Support of Persons	-	\$1,432	\$1,432	-
26.0 Supplies & Materials	\$20,924	-	-	-
31.0 Equipment	\$84,597	-	-	-
32.0 Land and Structures	-	-	\$12,449	\$12,449
Total - Non Pay Budget Object Class	\$1,272,863	\$1,263,549	\$1,316,844	\$53,295

Domestic Operations – PPA Level III**Budget Comparison and Adjustments****Comparison of Budget Authority and Request***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Domestic Operations	18,229	17,774	\$3,074,199	17,971	17,649	\$3,198,271	17,972	17,650	\$3,329,836	1	1	\$131,565
Total	18,229	17,774	\$3,074,199	17,971	17,649	\$3,198,271	17,972	17,650	\$3,329,836	1	1	\$131,565
Subtotal Discretionary - Appropriation	18,229	17,774	\$3,074,199	17,971	17,649	\$3,198,271	17,972	17,650	\$3,329,836	1	1	\$131,565

\$431K lapsed balance rescission applied to FY21

PPA Level III Description

Domestic Operations is responsible for border security, including anti-terrorism, immigration, anti-smuggling, trade compliance, and agriculture protection – while simultaneously facilitating the lawful trade and travel at U.S. POEs. This PPA provides funding for OFO's Domestic Operations, including Passenger, Trade, Agriculture, and other programs and activities that support OFO's Domestic safety, security, and facilitation mission; and for CBPOs, Agriculture Specialists, Trade and Revenue staff, and mission and operational support staff, who are deployed to POEs, Field Offices, and the NTC. These deployments and a combination of technology, intelligence, risk information and segmentation, targeting, and international cooperation enable CBP to screen international travelers and cargo, both inbound and outbound.

CBP's fee-funded activities, while generally intended to operate based on full cost recovery, are supplemented to varying extents by appropriated funds in this PPA. This depends upon workload volumes, the availability of user fee revenues for eligible expenses, and other mission priorities.

To maximize employee resources, OFO utilizes overtime to address core operational staffing requirements as well as surge requirements in lieu of hiring additional personnel. Overtime provides the agency with greater flexibility to ensure sufficient frontline personnel assigned to address peak travel times. CBP's *Customs Officer Pay Reform Act* (COPRA) overtime system is rooted in law (19 U.S.C. § 267) and provides for CBPOs to be paid at two times their basic hourly rate for work in excess of eight hours per day.

Programs Funded by O&S Appropriation:

Program Name <i>(Dollars in Thousands)</i>	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
Frontline Operations Pay and Support	\$3,005,416	\$3,143,318	\$3,288,883	\$145,565
Entry Exit and Biometric Programs	\$12,284	\$12,284	\$12,284	-
ADIS Program Office	\$1,403	\$1,403	\$1,403	-
EVUS	\$13,830	-	-	-
Radios	\$741	\$741	\$741	-
C-TPAT	\$40,525	\$40,525	\$40,525	-
Total	\$3,074,199	\$3,198,271	\$3,343,836	\$145,565

Frontline Operations Pay and Support: Includes funding that supports the majority of CBPOs, Trade and Revenue personnel, and mission support positions in the POEs, Centers, and Headquarters.

Entry Exit & Biometrics Programs: CBP is the leading organization within DHS responsible for developing and implementing a comprehensive Entry/Exit system to confirm the identity of travelers arriving and departing the United States utilizing biometrics. CBP's comprehensive Entry/Exit Strategy is focused on three primary efforts (1) closing biographic entry/exit gaps; (2) leveraging existing technology for near-term targeted biometric operations, and (3) long-term entry/exit transformation.

CBP is accelerating the deployment of a biometric exit system in the air environment building upon existing operational platforms and using proven biometric technologies. Although funding is appropriated, the effort is primarily resourced through user fees collected by companies sponsoring H-1B and L-1 visas. More information can be found below and in the 9-11 Response and Biometric Exit Account fee section.

Arrival and Departure Information System (ADIS): ADIS is a system for the storage and use of biographics, biometric indicator, and encounter data on migrants who have applied for entry, entered, or departed the United States. ADIS is primarily funded in the OFO/Assets and Support PPA and is described fully in that section of this document. Funds in this PPA support the staffing and management of the ADIS program office.

Electronic Visa Update System (EVUS): EVUS is CBP's electronic system for periodic updates of biographic information, currently applicable only for nationals of the People's Republic of China (PRC) possessing 10-year B-1, B-2, or B-1/B-2 nonimmigrant visas.

Radios: TALMEC manages the overall radio program. This portion of the program includes resources for radios and radio communications, including maintenance, repair, and replacement.

Customs Trade Partnership against Terrorism (CTPAT): CTPAT is a voluntary public-private partnership between CBP and over 11,550 private trade industry partners that enhances border security through ensuring the security of the international supply chain, allowing CBP to focus its limited resources on higher-risk targets. The program conducts regular validations and revalidation of supply chain security efforts annually.

CTPAT provides an unprecedented, dual-focused strategy that enhances security, while also expediting the flow of cargo and conveyances. CTPAT benefits include a reduced rate of security examination, priority processing when business resumes after an incident, priority consideration by the Centers of Excellence and Expertise, and penalty mitigation. CTPAT sea carriers and supply chain partners enjoy benefits under the Advanced Qualified Unlading Approval (AQUA) Lane. Membership in CTPAT also provides partners with access to a Supply Chain Security Specialist.

Programs Funded by User Fees Supporting Domestic Trade and Travel

The following programs are primarily funded via user fees, but not all are full cost recovery. As a result, appropriated funding is used to close the resource gap.

Biometric Exit Account: The Biometric Exit User fee is authorized by the *FY 2016 DHS Appropriations Act* (P.L. 114-113) and authorizes up to \$1.0 billion through 2027, dependent on actual fee collections, for the implementation of a Biometric Entry/Exit Program. Actual collections are 44 percent below the Congressional Budget Office (CBO) original estimates of \$115M a year. CBP does not expect to receive \$1.0 billion over 10 years based on the current collection trend. Additional detail on the historical collections for the Biometric Entry/Exit Program is provided in *the 9-11 Response and Biometric Exit Account* chapter.

CBP will continue to deploy a biometric exit capability in the air environment. In line with CBP's vision for biometric exit, CBP will continue to work in partnership with the air travel industry in the implementation of the Biometric Entry/Exit Program. CBP has developed a device-agnostic back-end system and infrastructure that allows for private-sector investment in front-end infrastructure, such as biometrically enabled self-service baggage kiosks, facial recognition self-boarding gates, and other biometrically enabled services.

Electronic System for Travel Authorization (ESTA): The implementation of the ESTA program enabled greater security of U.S. borders and allows the United States to receive updated traveler information for Visa Waiver Program travelers coming from 39 countries participating in the program. As of April 14, 2021, ESTA has received over 156 million applications with a continuing compliance rate of over 99 percent. Fees paid by ESTA applicants are intended to fully support costs associated with administering the program. Due to growing operational costs and changes in travel volume as a result of the Covid-19 global pandemic, the ESTA Program Management Office is conducting a fee study to assess additional fee requirements. More information about the fee can be found in the *Electronic System for Travel Authorization (ESTA) Fee* chapter.

Trusted Traveler Programs (TTP): CBP operates four voluntary Trusted Traveler Programs (TTP), including Global Entry, NEXUS, the Secure Electronic Network for Travelers Rapid Inspection (SENTRI), and Free and Secure Trade (FAST) programs, which allow certain pre-approved travelers dedicated processing at ports of entry. These programs permit CBP to expedite the processing of known, low risk, vetted travelers arriving

into the United States, allowing CBP officers additional time to focus on higher risk, unknown travelers. More information about SENTRI, NEXUS, Global Entry, and FAST can be found in the *Global Entry Fee* chapter.

Express Consignment Carrier Facilities: CBP operations at Express Consignment Facilities (ECFs) are primarily funded through the Express Consignment Carrier Fee (ECCF), supplemented by appropriated funds. Express courier shipments represent a significant threat to national security and are at high risk for drugs, illicit documents, international property rights violations, and undeclared monetary instruments compared to a standard POE. For more information, please see the *COBRA Customs Fees* chapter.

The Agricultural Quarantine and Inspection (AQI) Fee and OFO Domestic Agriculture Operations: The AQI fee is collected by USDA. A portion of the collected fee is transferred to CBP to fund the AQI program that is managed by the Agriculture Programs and Trade Liaison (APTL) Directorate. APTL is responsible for the CBP agriculture mission of pest exclusion and safeguarding U.S. agriculture from the risks associated with the entry, establishment, or spread of plant pests and pathogens, noxious weeds, and exotic foreign animal diseases. At the POEs, AQI fee funds strengthen targeting and screening capabilities of agriculture commodities, continue CBP systems enhancements for agriculture data and risk management of arriving cargo and travelers, support agriculture canine teams training, and increase CBP awareness of illicit importation of potentially biohazardous biologicals. The AQI user fee has historically funded Agriculture Specialists and AQI activities at the POEs, with the exception of land border inspections of vehicles, pedestrians, and buses, where AQI user fees are currently not collected. For more information on the AQI fee, please see the *Agricultural Quarantine and Inspection Fees* chapter.

Programs Funded Through Alternative Sources

Reimbursable Services Program (RSP): The RSP enables partnerships between CBP and private sector or government entities, allowing CBP to provide additional inspection services on a reimbursable basis upon request for stakeholders. This program does not fund base service levels or resources but supplements enhancement requests for service that CBP would not perform without these agreements. These services can include customs, immigration, agricultural processing, border security, and support at any facility where CBP provides or will provide services. CBP submits an annual report to Congress titled Public Private Partnership Activities and Fee Agreements as set forth in Section 481 of the *Homeland Security Act of 2002*, which was amended by the *Cross-Border Trade Enhancement Act of 2016*.

Donation Acceptance Program: The Donation Acceptance Program enables CBP and the General Services Administration to accept real property, personal property, monetary, and non-personal services donations from private sector and government entities for POE construction, alterations, and operations and maintenance-related activities.

Opioid Smuggling

Seizures of fentanyl increased from 2,579 pounds in FY 2019 to 3,967 pounds in FY 2020, an increase of 54 percent. For the comparative time frame of FY 2020 and 2021 (October to March for both years) the amounts seized were 1,079 and 5,048. This is over a 300 percent increase with a half year to go. In response to the rise in seizures of fentanyl and other opioids, CBP instituted employee training on presumptive testing devices to

improve OFO's capability to identify and interdict fentanyl and other opioids. Deploying presumptive testing devices along the land border POEs and at the airports has become a critical aspect of CBP's strategy to quickly identify the presence of fentanyl and other opiates.

OFO is also focusing effort on improving detection of fentanyl and other opioids. OFO concealed human narcotics canines are successfully trained to detect fentanyl. OFO is also researching, with the DHS Science and Technology Directorate (S&T), new technologies that may be successful in detecting fentanyl and other opioids in the express consignment and international mail environment.

Centers of Excellence and Expertise

The Centers of Excellence and Expertise (Centers) are permanent organizational offices that have national authority to make trade decisions and manage over \$2.0 trillion in imports across all POEs. Import Specialists, Entry Specialists, Liquidation Specialists, CBP Technicians, Center Directors, Assistant Directors, Program Managers, National Account Managers, and Operations Specialists are working collaboratively to meet CBP's goals of strengthening America's economic competitiveness, enhancing industry knowledge and expertise, developing innovative trade processing procedures, and applying strategic and impactful trade enforcement actions.

The Centers centralize transactional level activity for an importer of shipments and imports that enter through various POEs. The Centers make decisions and determinations that can be applied to all transactions, such as entry summary validations and protests on a national basis. Generally, each importer is assigned to an industry sector administered by a specific Center based on the predominant commodity being imported. Account-based processing provides the trade with a greater level of predictability and positions CBP to increase uniformity in the decision making process.

The Centers' missions are to strengthen America's economic competitiveness and security through integrated industry knowledge and expertise, innovative trade processing procedures and trend analysis, global collaboration, and strategic and impactful trade enforcement actions. The Centers mission complements CBP's trade mission and is accomplished through the following focused stratagems:

- Strategically process post-release trade activities within industry sectors on a national basis.
- Focus on industry-specific efficiencies to facilitate trade, reduce transaction costs, and increase uniformity and consistency.
- Serve as an industry-focused resource for the public and private sectors.
- Assess trade risks on an account and industry-wide basis to increase compliance with import laws, protect the American public and economy, and enhance the effectiveness of enforcement efforts.

Domestic Operations – PPA Level III
Summary of Budget Changes
(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	18,229	17,774	\$3,074,199
FY 2021 Enacted	17,971	17,649	\$3,198,271
FY 2022 Base Budget	17,971	17,649	\$3,198,271
Total Technical Changes	-	-	-
Realignment for Trade Relations	(1)	(1)	(\$141)
Realignment of Joint Task Force – West (JTF-W)	2	2	\$638
Total Transfers	1	1	\$497
Civilian Pay Raise Total	-	-	\$62,401
Annualization of Prior Year Pay Raise	-	-	\$27,548
FERS Adjustment	-	-	\$22,244
Civilian Pay Raise Offset	-	-	(\$2,414)
Correct CBP Base Pay	-	-	\$26,879
Delay in Hiring	-	-	(\$28,622)
FY 2022 Pay Raise for Fee Funded Positions	-	-	\$23,069
Non-Recur Acquisition Inflation	-	-	(\$37)
Total Pricing Changes	-	-	\$131,068
Total Adjustments-to-Base	1	1	\$131,565
FY 2022 Current Services	17,972	17,650	\$3,329,836
Total Program Changes	-	-	-
FY 2022 Request	17,972	17,650	\$3,329,836
FY 2021 TO FY 2022 Change	1	1	\$131,565

Domestic Operations – PPA Level III Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Domestic Operations	18,229	17,774	\$2,900,133	\$163.17	17,971	17,649	\$3,053,980	\$173.04	17,972	17,650	\$3,170,135	\$179.61	1	1	\$116,155	\$6.57
Total	18,229	17,774	\$2,900,133	\$163.17	17,971	17,649	\$3,053,980	\$173.04	17,972	17,650	\$3,170,135	\$179.61	1	1	\$116,155	\$6.57
Subtotal Discretionary - Appropriation	18,229	17,774	\$2,900,133	\$163.17	17,971	17,649	\$3,053,980	\$173.04	17,972	17,650	\$3,170,135	\$179.61	1	1	\$116,155	\$6.57

Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$1,802,270	\$1,902,179	\$1,963,089	\$60,910
11.3 Other than Full-time Permanent	\$6,568	\$5,860	\$6,027	\$167
11.5 Other Personnel Compensation	\$273,900	\$274,916	\$282,777	\$7,861
12.1 Civilian Personnel Benefits	\$817,395	\$871,025	\$918,242	\$47,217
Total - Personnel Compensation and Benefits	\$2,900,133	\$3,053,980	\$3,170,135	\$116,155
Positions and FTE				
Positions - Civilian	18,229	17,971	17,972	1
FTE - Civilian	17,774	17,649	17,650	1

Pay Cost Drivers

Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
CBP Officer	14,467	\$2,483,934	\$171.70	14,342	\$2,615,702	\$182.38	14,343	\$2,715,188	\$189.30	1	\$99,486	\$6.92
Non-LEO Personnel	3,307	\$416,199	\$125.85	3,307	\$438,278	\$132.53	3,307	\$454,947	\$137.57	-	\$16,669	\$5.04
Total – Pay Cost Drivers	17,774	\$2,900,133	\$163.17	17,649	\$3,053,980	\$173.04	17,650	\$3,170,135	\$180.40	1	\$130,155	\$6.57

Explanation of Pay Cost Drivers

CBP Officer: This cost driver funds the salaries and benefits of CBPOs. FY 2022 changes reflect increases to the agency's FERS Contribution, annualization of the FY 2021 Pay Raise, the FY 2022 Pay Raise, Correct CBP Base Pay, and realignment of JTF. Also included in the FY 2022 changes are decreases associated with the Civilian Pay Raise Offset and Delay in Hiring.

Non-LEO Personnel: This cost driver funds the salaries and benefits of non-Law Enforcement Officer personnel. FY 2022 changes reflect increases to the agency's FERS Contribution, annualization of the FY 2021 Pay Raise, the FY 2022 Pay Raise, and Correct CBP Base Pay. Also included in the FY 2022 changes are decreases associated with the Civilian Pay Raise Offset, Delay in Hiring, and realignment for Trade Relations.

Domestic Operations – PPA Level III

Non Pay Budget Exhibits

Non Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Domestic Operations	\$174,066	\$144,291	\$159,701	\$15,410
Total	\$174,066	\$144,291	\$159,701	\$15,410
Subtotal Discretionary - Appropriation	\$174,066	\$144,291	\$159,701	\$15,410

Non Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$17,197	\$17,635	\$17,635	-
22.0 Transportation of Things	\$2,147	\$2,839	\$2,839	-
23.1 Rental Payments to GSA	\$495	\$495	\$495	-
23.2 Rental Payments to Others	\$232	\$234	\$234	-
23.3 Communications, Utilities, & Miscellaneous	\$15,474	\$17,060	\$17,060	-
25.1 Advisory & Assistance Services	-	\$105,028	\$105,028	-
25.2 Other Services from Non-Federal Sources	\$99,455	-	\$15,410	\$15,410
25.8 Subsistence and Support of Persons	-	\$1,000	\$1,000	-
26.0 Supplies & Materials	\$17,784	-	-	-
31.0 Equipment	\$21,282	-	-	-
Total - Non Pay Budget Object Class	\$174,066	\$144,291	\$159,701	\$15,410

Non Pay Cost Drivers

Non Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
OFO Field Offices and Ports of Entry	\$111,693	\$111,693	\$111,693	-
OFO Customs Trade Partnership Against Terrorism	\$10,381	\$10,381	\$10,381	-
Radios	\$741	\$741	\$741	-
Electronic Visa Update System	\$11,120	-	-	-
Other Costs	\$40,131	\$21,476	\$36,886	\$15,410
Total - Non Pay Cost Drivers	\$174,066	\$144,291	\$159,701	\$15,410

Explanation of Non Pay Cost Drivers

OFO Field Offices and Ports of Entry: This cost driver includes operating expenses such as travel, training, physical security, kenneling, veterinary services, utilities, phones systems, supplies, and computers. Costs may vary due to operational needs, such as sending CBPOs for temporary duties or additional training needs that arise; however, there is no change in costs for FY 2022.

OFO Customs Trade Partnership Against Terrorism: This cost driver includes travel costs associated with supply chain security validations, revalidations, and site visits with CTPAT partners. There is no change in costs for FY 2022.

Radios: This cost driver includes base resources for radios and radio communications. These costs include maintenance, repair, and replacement of radios, as well as parts replacement. There is no change in costs for FY 2022. OFO radios are explained in more detail under the “Business Support – Assets and Logistics Non Pay Cost Driver in the Border Security Operations/USBP/Operations PPA.

Electronic Visa Update System (EVUS): This cost driver includes funding for the operations and maintenance of EVUS. Costs for EVUS are due to IT, software, hardware, and contract support, and vary primarily based on anticipated use by eligible PRC citizens. CBP submitted a legislative proposal to the appropriate authorizing committees in March 2018 to establish a user fee for this service. Congress has pointed out that the non-visa immigrant visa holders who benefit from this program, not U.S. taxpayers, should pay for the operation and maintenance of EVUS. The FY 2022 Budget assumes Congress will enact legislation to establish this fee before FY 2022.

Other Costs: Other operating costs in this PPA include non-pay support costs for evolving front-line operations; support to Southern Border POEs for migration surge (travel, transportation of detainees, food, medical); additional support to hurricane recovery and response; communications; contracts for modeling staffing and building automation tools for financial planning and staffing allocations; contracts for analytics and supporting program management offices; transportation costs; and equipment purchases, such as laptops, fingerprint scanners, WiFi, circuits, and other

equipment and connectivity to support the field offices, but funded from Headquarters. The additional funding reflects the rightsizing of non-pay needs for front-line operations.

International Operations – PPA Level III**Budget Comparison and Adjustments****Comparison of Budget Authority and Request***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
International Operations	840	840	\$144,940	840	840	\$148,389	840	840	\$153,089	-	-	\$4,700
Total	840	840	\$144,940	840	840	\$148,389	840	840	\$153,089	-	-	\$4,700
Subtotal Discretionary - Appropriation	840	840	\$144,940	840	840	\$148,389	840	840	\$153,089	-	-	\$4,700

PPA Level III Description

CBP leverages programs like Preclearance, the Immigration Advisory Program (IAP), and the Container Security Initiative (CSI) to extend security, strategic awareness and tactical awareness beyond U.S. physical borders. CBP uses bilateral cooperation with other nations, private sector partnerships, expanded targeting, and advance scrutiny of information on people and products coming into this country to achieve this mission. Funding in this PPA is distributed among the following programs:

Program Name <i>(Dollars in Thousands)</i>	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
Container Security Initiative	\$60,730	\$64,179	\$68,879	\$4,700
Preclearance	\$70,000	\$70,000	\$70,000	-
Immigration Advisory Program & Joint Security Program	\$14,210	\$14,210	\$14,210	-
Total	\$144,940	\$148,389	\$153,089	\$4,700

Container Security Initiative: The Container Security Initiative (CSI) addresses threats to border security and global trade posed by the potential for the terrorist use of a maritime container to introduce weapons of mass effect or weapons of mass destruction. In addition, CSI addresses additional threats such as narcotics, dual use commodities, weapons, and trade violations. CBP deploys CBPOs in CSI-designated foreign seaports to ensure that the highest risk cargo is examined prior to being laden on a vessel destined for the U.S. Approximately 80 percent of containerized maritime cargo destined for the U.S. originates in or transits through a CSI port. FY 2022 funding will maintain CSI's current operational status in 62 ports in 36 countries. Changes include funding in pay cost drivers.

Preclearance: Preclearance is the strategic stationing of CBPOs at foreign airports to inspect and process travelers prior to boarding U.S.-bound flights. Preclearance is critical to national security. It enables CBP to identify, interdict, and disrupt the travel of people and contraband that are a threat, prior to their travel to the United States. Many of these high-risk passengers have a nexus to terrorism, transnational organized crime, or state sponsored maligned activity. FY 2022 funding supports more than 600 law enforcement officers and agriculture specialists stationed at 15 air Preclearance locations in six countries.

CBP performs the same immigration, customs, and agriculture inspections of international air travelers at Preclearance locations before departure from foreign airports instead of when those passengers arrive at domestic POEs. Removing existing flights from domestic CBP queues not only frees up capacity, but it also improves the overall passenger experience. For example, passengers processed through preclearance ports experience much quicker connection times as they do not require TSA screening upon arrival. This allows flights to land unimpeded at domestic terminals for shorter transit to connecting flights, significantly expediting the arrival process.

Immigration Advisory Program (IAP) and Joint Security Program (JSP): The IAP is designed to prevent terrorists and other high-risk travelers from boarding commercial aircraft destined to the United States. JSP offices work side-by-side with host government law enforcement to engage travelers arriving into, transiting, and departing from the host country, and to identify air passengers linked to terrorism, narcotics, illicit currency, and human smuggling. To carry out IAP, small CBPO teams are deployed to work with foreign law enforcement and air carriers at key airports in host countries. IAP teams work collaboratively to identify high-risk passengers based on either advance targeting information or an assessment of a passenger's documents to provide air carriers with boarding recommendations, effectively extending the zone of security beyond the physical borders of the United States. With advance targeting support from the NTC, IAP and JSP officers are uniquely positioned to identify watch listed travelers and to assess the potential risk of non-watch listed individuals identified through roving and intelligence-based targeting.

IAP and JSP expanded its operational base to include the deployment of Police Liaison Officers (LO) to foreign partner law enforcement agencies to enhance information exchange posed by terrorist and criminal travel. In FY 2022, CBP will continue its staggered transition of TDY IAP, JSP, and LO deployments to PCS personnel to enhance continuity of operations and to secure diplomatic protections and immunities for its overseas staff.

International Operations – PPA Level III Summary of Budget Changes

(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	840	840	\$144,940
FY 2021 Enacted	840	840	\$148,389
FY 2022 Base Budget	840	840	\$148,389
Total Technical Changes	-	-	-
Total Transfers	-	-	-
Civilian Pay Raise Total	-	-	\$2,621
Annualization of Prior Year Pay Raise	-	-	\$1,186
FERS Adjustment	-	-	\$1,037
Civilian Pay Raise Offset	-	-	(\$147)
Correct CBP Base Pay	-	-	\$614
Delay in Hiring	-	-	(\$611)
Total Pricing Changes	-	-	\$4,700
Total Adjustments-to-Base	-	-	\$4,700
FY 2022 Current Services	840	840	\$153,089
Total Program Changes	-	-	-
FY 2022 Request	840	840	\$153,089
FY 2021 TO FY 2022 Change	-	-	\$4,700

The FY 2020 and FY 2021 non-pay splits were inaccurate having been built from what was reflected in FY21 President's Budget submission.

International Operations – PPA Level III Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
International Operations	840	840	\$117,612	\$140.01	840	840	\$128,250	\$152.68	840	840	\$125,761	\$149.72	-	-	(\$2,489)	(\$2.96)
Total	840	840	\$117,612	\$140.01	840	840	\$128,250	\$152.68	840	840	\$125,761	\$149.72	-	-	(\$2,489)	(\$2.96)
Subtotal Discretionary - Appropriation	840	840	\$117,612	\$140.01	840	840	\$128,250	\$152.68	840	840	\$125,761	\$149.72	-	-	(\$2,489)	(\$2.96)

Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$72,662	\$71,786	\$66,649	(\$5,137)
11.3 Other than Full-time Permanent	\$174	\$3	\$3	-
11.5 Other Personnel Compensation	\$9,025	\$10,256	\$10,548	\$292
12.1 Civilian Personnel Benefits	\$35,751	\$46,205	\$48,561	\$2,356
Total - Personnel Compensation and Benefits	\$117,612	\$128,250	\$125,761	(\$2,489)
Positions and FTE				
Positions - Civilian	840	840	840	-
FTE - Civilian	840	840	840	-

Pay Cost Drivers

Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
CBP Officer	772	\$111,434	\$144.35	772	\$121,514	\$157.40	772	\$119,156	\$154.35	-	(\$2,358)	(\$3.05)
Non-LEO Personnel	68	\$6,178	\$90.85	68	\$6,736	\$99.06	68	\$6,605	\$97.13	-	(\$131)	(\$1.93)
Total – Pay Cost Drivers	840	\$117,612	\$140.01	840	\$128,250	\$152.68	840	\$125,761	\$149.72	-	(\$2,489)	(\$2.96)

Explanation of Pay Cost Drivers

CBP Officer: This cost driver funds the salaries and benefits of CBPOs. FY 2022 changes reflect increases to the agency's FERS Contribution, annualization of the FY 2021 Pay Raise, the FY 2022 Pay Raise, and Correct CBP Base Pay. Also included in the FY 2022 changes are decreases associated with the Civilian Pay Raise Offset and Delay in Hiring.

Non-LEO Personnel: This cost driver funds the salaries and benefits of non-Law Enforcement Officer personnel. FY 2022 changes reflect increases to the agency's FERS Contribution, annualization of the FY 2021 Pay Raise, the FY 2022 Pay Raise, and Correct CBP Base Pay. Also included in the FY 2022 changes are decreases associated with the Civilian Pay Raise Offset and Delay in Hiring.

International Operations – PPA Level III

Non Pay Budget Exhibits

Non Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
International Operations	\$27,328	\$20,139	\$27,328	\$7,189
Total	\$27,328	\$20,139	\$27,328	\$7,189
Subtotal Discretionary - Appropriation	\$27,328	\$20,139	\$27,328	\$7,189

Non Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$7,450	\$11,450	\$11,450	-
22.0 Transportation of Things	\$683	\$832	\$832	-
23.2 Rental Payments to Others	\$5,100	\$5,100	\$5,100	-
23.3 Communications, Utilities, & Miscellaneous	\$1,800	\$1,731	\$1,731	-
25.1 Advisory & Assistance Services	-	\$800	\$800	-
25.2 Other Services from Non-Federal Sources	\$11,496	-	\$7,189	\$7,189
25.8 Subsistence and Support of Persons	-	\$226	\$226	-
26.0 Supplies & Materials	\$370	-	-	-
31.0 Equipment	\$429	-	-	-
Total - Non Pay Budget Object Class	\$27,328	\$20,139	\$27,328	\$7,189

Non Pay Cost Drivers

Non Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2020 Enacted	FY 2021 Enactment	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
Container Security Initiative	\$20,589	\$13,400	\$20,589	\$7,189
Immigration Advisory Program and Joint Security Program	\$6,472	\$6,472	\$6,472	-
Preclearance	\$267	\$267	\$267	-
Total – Non-Pay Cost Drivers	\$27,328	\$20,139	\$27,328	\$7,189

Explanation of Non-Pay Cost Drivers

Container Security Initiative: This cost driver includes basic operating expenses, such as contracts that support international operations, travel, and communications for all CSI ports. Costs may vary if the number of trips increases or decreases. Changes in this cost driver in FY 2022 reflect current non-pay requirements.

Immigration Advisory Program (IAP) and Joint Security Program (JSP): This cost driver includes significant long-term temporary duty assignments in support of IAP, as well as daily operating expenses for communications, supplies and equipment. There is no change in the costs for FY 2022.

Preclearance: This cost driver includes State Department International Cooperative Administrative Support Services (ICASS), daily operating expenses for travel, communications, supplies, and equipment, as well as connectivity (WiFi and dedicated circuits). Many of the non-pay costs associated with preclearance are funded through user fees. There is no change in the costs for FY 2022.

Targeting Operations – PPA Level III**Budget Comparison and Adjustments****Comparison of Budget Authority and Request***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Targeting Operations	848	848	\$241,449	848	848	\$257,648	858	858	\$273,932	10	10	\$16,284
Total	848	848	\$241,449	848	848	\$257,648	858	858	\$273,932	10	10	\$16,284
Subtotal Discretionary - Appropriation	848	848	\$241,449	848	848	\$257,648	858	858	\$273,932	10	10	\$16,284

PPA Level III Description

This PPA provides funding for the CBP's targeting operations, including the NTC. Funding in this PPA is distributed among the following programs:

Program Name <i>(Dollars in Thousands)</i>	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
National Targeting Center	\$196,535	\$202,734	\$208,153	\$6,074
NTC Counter Network Division	\$17,577	\$17,577	\$17,577	-
National Vetting Center	\$10,000	\$20,655	\$30,865	\$10,210
Analytical Framework for Intelligence	\$17,337	\$17,337	\$17,337	-
Total	\$241,449	\$257,648	\$273,932	\$16,284

National Targeting Center: The NTC is a key component of CBP's comprehensive border security and management strategy to safeguard travelers and cargo. NTC services as the central organization responsible for developing and implementing the agency's Targeting Rules program, a key threat mitigation capability for the agency. NTC is the point within the agency where advance data, access to law enforcement and intelligence resources, and enterprise systems converge to conduct the vetting necessary to identify travelers and shipments that pose the highest risk potential to U.S. security, economy, and public safety. Targeting traveler and cargo information plays a pivotal role of CBP's layered security strategy by extending our borders outward in order to identify and mitigate threats before they board (or are laden on) conveyances destined for the U.S.

In response to highly adaptive, increasingly sophisticated terrorist and criminal organizations, CBP employs a layered enforcement strategy, leveraging the NTC's agile targeting tools such as the Automated Targeting System or "ATS" and subject-matter expertise to analyze, assess, and segment risk at every stage of the trade and travel life cycles. NTC uses classified, law enforcement, commercial, and open-source information in innovative ways to identify high-risk travelers and shipments at the earliest point possible, and coordinates with POEs, interagency partners and foreign partners to take appropriate action.

NTC provides real-time actionable information to strategic foreign and domestic partners through programs such as the Container Security Initiative, Immigration Advisory Program/Joint Security Program, International Targeting Center, and other NTC-staffed designated liaison locations abroad. These programs effectively enhance global domain awareness and targeting capabilities while enabling the interdiction of travel and cargo threats at their origin.

Various NTC operations in both the traveler and cargo environments provide technical efficiencies, automation, and advance vetting and risk segmentation, which results in reducing workloads at POEs. Reduced workloads equate to a corresponding cost avoidance at POEs. NTC also oversees multiple classified passenger targeting programs that have significantly enhanced CBP's ability to identify travelers with previously unknown, analytically significant connections to derogatory information.

In addition, the NTC is responsible for developing and implementing CBP's counterterrorism strategy and serves as the primary conduit to field personnel for CT-related matters. The FY President's 2022 Budget sustains NTC's ability to:

- Streamline efforts to address evolving threats to U.S. national security and its interests.
- Oversee CBP's Task Force Officers (TFO) assigned in the Federal Bureau of Investigation's (FBI) Joint Terrorism Task Force (JTTF) and Counterintelligence Task Force (CITF).
- Provide operational oversight on Tactical Terrorism Response Team (TTRT) personnel, specialized in counterterrorism response and enforcement operations throughout the field.

Beyond its primary counterterrorism mission, NTC employs risk-based strategic responses to secure the border against all threats and uses a counter-network approach to identify and disrupt transnational criminal organizations (TCOs) and other illicit networks. As global trade and travel continue to expand rapidly, threats continually evolve. Our adversaries persistently seek to exploit vulnerabilities in global transportation and cargo supply chains, adapting their tactics, techniques, and procedures to defeat border security efforts TCOs and other illicit networks.

Changes include funding in pay cost drivers.

NTC Counter Network Division: NTC serves as a coordinating mechanism for the application of a critical targeting, analysis, and national security operations. The NTC through the application of intelligence-driven and risk-based process, illuminates adversarial networks and enhances CBP's understanding of their illicit activities. Counter network efforts are structured across multiple lines of effort to maximize opportunities for CBP and

its partners to identify and disrupt transnational threats including countering terrorism, narcotics, illicit trade, special interest migrants, and state-sponsored illicit activities. The FY 2022 President's Budget sustains NTC's ability to further integrate CBP capabilities to provide actionable, tactical and strategic intelligence to:

- CBP officers and agents in the field.
- Existing partners across the U.S. law enforcement and intelligence communities.
- Interagency partnerships (across agencies, organizations).
- International partnerships.

NTC's Information Systems Data Enterprise and Analytical Capabilities: NTC's Information Systems Data Enterprise and Analytical Capabilities enhance CBP's ability to conduct operations at the border. The FY 2022 President's Budget supports CBP's ability to process large volumes of data efficiently through NTC managed Targeting Enterprise Systems which include but are not limited to the ATS, Analytical Framework for Intelligence (AFI), Intelligence Reporting System – Next Generation (IRS-NG), and the Analytical Toolbox. Enhancements to the Targeting Enterprise Systems that would be accomplished with the FY 2022 President's Budget request are listed below:

- Develop and enhance targeting and information sharing capabilities, including tools, modeling, analytics, and training.
- Centralize data for more efficient processing of cross-platform applications.
- Explore new capabilities in publicly available information and enhance analytical framework for intelligence and other data systems.
- Manage requirements, training, and rollout for IT systems to the field.
- Improve vetting response capabilities for international travelers and cargo containers.

In addition to enhanced technology, advance information, and specialized staff, NTC hosts numerous interagency and foreign government liaisons to further integrate and synchronize operations and lead a whole-government approach to its national security mission.

National Vetting Center: The National Vetting Center (NVC) provides a common technology platform and process to enable coordinated and comprehensive review of relevant classified and other sensitive information. The creation of the NVC does not expand, impair, or otherwise affect the authority granted by U.S. law to any executive branch department or agency, and the NVC does not duplicate or exercise the authority of any department or agency that makes determinations about travel or immigration benefits. Rather, the NVC improves the accessibility of classified information about potential threats to national security, border security, homeland security, and public safety in accordance with law and policy, and in a manner that protects individuals' privacy, civil rights, and civil liberties. The NVC enables a coordinated and focused whole of government approach to vetting; ensuring those responsible for making adjudications have timely responses and awareness of relevant classified and sensitive information to inform their decision making process. The FY 2022 President's Budget submission sustains NVC's ability to further standardize, expand, and streamline classified vetting capabilities across the USG by:

- Automating classified vetting support with a manual analytical review to ensure an accurate and comprehensive threat picture.
- Advancing the USG national vetting enterprise through increasing of support to other USG vetting missions to include additional immigration programs such as non-immigrant visa vetting; and expansion of classified vetting support to address threats beyond terrorism, such as transnational organized crime.
- Developing a vetting community to share best practices on tradecraft and evaluations of classified and sensitive information.
- Protecting individuals' rights through transparency with the public and multiple levels of governance and oversight by legal and privacy, civil rights, and civil liberties experts.

Evaluating efficacy through continuous review of current programs, aided by cross agency metrics, with tailored approaches to continuously improve and enable agile operational support.

Changes reflect partial non-recur of funding provided in previous year.

Analytical Framework for Intelligence: Analytical Framework for Intelligence: The AFI system augments CBP's ability to gather and develop information about persons, events, and cargo or conveyances of interest by creating an index of the relevant data in the existing operational systems and providing certain AFI users with different tools that assist in identifying non-obvious relationships. AFI allows certain users to research or publish tactical, operational, and strategic law enforcement intelligence products in addition to disseminating finished intelligence products produced within the Intelligence Reporting System – Next Generation.

Targeting Operations – PPA Level III Summary of Budget Changes

(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	848	848	\$241,449
FY 2021 Enacted	848	848	\$257,648
FY 2022 Base Budget	848	848	\$257,648
Technical Adjustment	10	10	-
Total Technical Changes	10	10	-
Total Transfers	-	-	-
Civilian Pay Raise Total	-	-	\$3,447
Annualization of Prior Year Pay Raise	-	-	\$1,776
FERS Adjustment	-	-	\$985
Civilian Pay Raise Offset	-	-	(\$146)
Correct CBP Base Pay	-	-	\$802
Delay in Hiring	-	-	(\$790)
Non-Recur National Vetting Center	-	-	(\$3,790)
Total Pricing Changes	-	-	\$2,284
Total Adjustments-to-Base	10	10	\$2,284
FY 2022 Current Services	858	858	\$259,932
National Vetting Center Increase	-	-	\$14,000
Total Program Changes	-	-	\$14,000
FY 2022 Request	858	858	\$273,932
FY 2021 TO FY 2022 Change	10	10	\$16,284

Targeting Operations – PPA Level III Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Targeting Operations	848	848	\$241,449	848	848	\$257,648	858	858	\$273,932	10	10	\$16,284
Total	848	848	\$241,449	848	848	\$257,648	858	858	\$273,932	10	10	\$16,284
Subtotal Discretionary - Appropriation	848	848	\$241,449	848	848	\$257,648	858	858	\$273,932	10	10	\$16,284

Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$99,062	\$111,592	\$101,595	(\$9,997)
11.5 Other Personnel Compensation	\$11,750	\$12,174	\$12,540	\$366
12.1 Civilian Personnel Benefits	\$42,736	\$44,679	\$47,011	\$2,332
Total - Personnel Compensation and Benefits	\$153,548	\$168,445	\$161,146	(\$7,299)
Positions and FTE				
Positions - Civilian	848	848	858	10
FTE - Civilian	848	848	858	10

Pay Cost Drivers

Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
CBP Officer	537	\$108,391	\$201.85	537	\$118,907	\$221.43	537	\$113,755	\$211.83	-	(\$5,152)	(\$9.59)
Non-LEO Personnel	311	\$45,157	\$145.20	311	\$49,538	\$159.29	321	\$47,391	\$147.64	10	(\$2,147)	(\$11.65)
Total – Pay Cost Drivers	848	\$153,548	\$181.07	848	\$168,445	\$198.64	858	\$161,146	\$187.82	10	(\$7,299)	(\$10.82)

Explanation of Pay Cost Drivers

CBP Officers: This cost driver funds the salaries and benefits of CBPOs. FY 2022 changes reflect increases to the agency's FERS Contribution, annualization of the FY 2021 Pay Raise, the FY 2022 Pay Raise, and the Correct CBP Base Pay. Also included in the FY 2022 changes are decreases associated with the Civilian Pay Raise Offset and the Delay in Hiring.

Non-LEO Personnel: This cost driver funds the salaries and benefits of non-Law Enforcement Officer personnel. FY 2022 changes reflect increases to the agency's FERS Contribution, annualization of the FY 2021 Pay Raise, the FY 2022 Pay Raise, and the Correct CBP Base Pay. Also included in the FY 2022 changes are decreases associated with the Civilian Pay Raise Offset and the Delay in Hiring.

Targeting Operations – PPA Level III

Non Pay Budget Exhibits

Non Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Targeting Operations	\$87,901	\$89,203	\$112,786	\$23,583
Total	\$87,901	\$89,203	\$112,786	\$23,583
Subtotal Discretionary - Appropriation	\$87,901	\$89,203	\$112,786	\$23,583

Non Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$5,584	\$5,584	\$5,584	-
22.0 Transportation of Things	\$614	\$614	\$614	-
23.1 Rental Payments to GSA	\$17	\$17	\$17	-
23.2 Rental Payments to Others	\$51	\$2	\$2	-
23.3 Communications, Utilities, & Miscellaneous	\$146	\$195	\$195	-
25.1 Advisory & Assistance Services	-	\$66,248	\$66,248	-
25.2 Other Services from Non-Federal Sources	\$80,046	\$1,000	\$24,583	\$23,583
25.4 Operations & Maintenance of Facilities	-	\$537	\$537	-
25.7 Operation & Maintenance of Equipment	-	\$14,800	\$14,800	-
25.8 Subsistence and Support of Persons	-	\$206	\$206	-
26.0 Supplies & Materials	\$240	-	-	-
31.0 Equipment	\$1,203	-	-	-
Total - Non Pay Budget Object Class	\$87,901	\$89,203	\$112,786	\$23,583

Non Pay Cost Drivers

Non-Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
National Targeting Center	\$50,688	\$41,990	\$55,363	\$13,373
National Vetting Center	\$9,007	\$19,007	\$29,217	10,210
Analytical Framework for Intelligence	\$17,331	\$17,331	\$17,331	-
Counter Network Division	\$10,875	\$10,875	\$10,875	-
Total – Non-Pay Cost Drivers	\$87,901	\$89,203	\$112,786	\$23,583

Explanation of Non-Pay Cost Drivers

National Targeting Center (NTC): This cost driver includes long-term temporary duty travel assignments, data services and licenses, such as Universal Forensic Extraction Device UFED Touch2 (portable handheld tablet), Television Cable, shredding services, parking, communications, supplies, and equipment. FY 2022 changes reflects an increase in additional non-pay costs associated with the aforementioned services.

National Vetting Center (NVC): This cost driver includes a case management tool and enhancements to the ATS, as well as contract services, software and hardware, security/program control, infrastructure support/backend support, and operations and maintenance. FY 2022 changes reflect an increase in non-pay costs due to the budget year enhancement.

Analytical Framework for Intelligence: This cost driver is primarily information technology – software, hardware, and contract support. There is no change in costs for FY 2022.

Counter Network Division: This cost driver includes long-term travel, communications, supplies, and equipment. There is no change in costs for FY 2022.

*Assets and Support – PPA Level III***Budget Comparison and Adjustments****Comparison of Budget Authority and Request***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Assets and Support	-	-	\$983,568	-	-	\$1,009,916	-	-	\$1,017,029	-	-	\$7,113
Total	-	-	\$983,568	-	-	\$1,009,916	-	-	\$1,017,029	-	-	\$7,113
Subtotal Discretionary - Appropriation	-	-	\$983,568	-	-	\$1,009,916	-	-	\$1,017,029	-	-	\$7,113

PPA Level III Description

This PPA provides funding for several cross-cutting support programs, such as the NII Technology Program, Mobile Technology, IT trade and travel related applications such as TECS and ATS, and Border Security Deployment Program. Some of the funding in this PPA is for procurement of items with an end-item unit cost below the PC&I threshold. For those items, the Budget provides a two-year period of availability.

Assets and Support – PPA Level III
Summary of Budget Changes
(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	-	-	\$983,568
FY 2021 Enacted	-	-	\$1,009,916
FY 2022 Base Budget	-	-	\$1,009,916
Total Technical Changes	-	-	-
Total Transfers	-	-	-
FPS Fee Adjustment	-	-	\$4,712
Adjustments for Rent-Related Expenses	-	-	(\$10,273)
Non-Recur OFO Facilities	-	-	(\$14,775)
Total Pricing Changes	-	-	(\$20,336)
Total Adjustments-to-Base	-	-	(\$20,336)
FY 2022 Current Services	-	-	\$989,580
Land Port of Entry Furniture, Fixtures and Equipment	-	-	\$12,449
Non-Intrusive Inspection Systems	-	-	\$15,000
Total Program Changes	-	-	\$27,449
FY 2022 Request	-	-	\$1,017,029
FY 2021 TO FY 2022 Change	-	-	\$7,113

Assets and Support – PPA Level III

Non Pay Budget Exhibits

Non Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Assets and Support	\$983,568	\$1,009,916	\$1,017,029	\$7,113
Total	\$983,568	\$1,009,916	\$1,017,029	\$7,113
Subtotal Discretionary - Appropriation	\$983,568	\$1,009,916	\$1,017,029	\$7,113

Non Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$10,668	\$10,677	\$10,677	-
22.0 Transportation of Things	\$675	\$681	\$681	-
23.1 Rental Payments to GSA	\$440,482	\$453,932	\$443,414	(\$10,518)
23.2 Rental Payments to Others	\$6,134	\$6,134	\$6,134	-
23.3 Communications, Utilities, & Miscellaneous	\$3,298	\$10,046	\$10,291	\$245
24.0 Printing and Reproduction	\$34	\$28	\$28	-
25.1 Advisory & Assistance Services	-	\$134,617	\$134,617	-
25.2 Other Services from Non-Federal Sources	\$429,824	\$299,614	\$314,614	\$15,000
25.4 Operations & Maintenance of Facilities	\$28,240	\$65,154	\$55,091	(\$10,063)
25.7 Operation & Maintenance of Equipment	-	\$29,033	\$29,033	-
26.0 Supplies & Materials	\$2,530	-	-	-
31.0 Equipment	\$61,683	-	-	-
32.0 Land and Structures	-	-	\$12,449	\$12,449
Total - Non Pay Budget Object Class	\$983,568	\$1,009,916	\$1,017,029	\$7,113

Non Pay Cost Drivers

Non Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
Contracts	\$477,668	\$448,256	\$453,197	\$4,941
Rent and Utilities	\$449,914	\$470,112	\$459,835	(\$10,277)
Land and Structures	\$9,301	\$10,958	\$23,407	\$12,449
Equipment	\$32,725	\$66,668	\$66,668	-
Other	\$13,960	\$13,922	\$13,922	-
Total - Non Pay Cost Drivers	\$983,568	\$1,009,916	\$1,017,029	\$7,113

Explanation of Non Pay Cost Drivers

Contracts: CBP expects increased costs primarily due to the NII increase, and due to the ongoing execution of contracts for the following programs:

- **NII Technology:** Operations and Maintenance, Maintenance on Demand, Small scale NII contracts, Contract Training, Contract support, Technical Support, Pride Program Support, Project Management Support. Change is due to increased O&M support for new systems funded in previous appropriations.
- **CBP Mobile:** PMO support, IT support for ELMO devices, and shipping contracts.
- **Land Border Initiative:** Program management support, Project Zone, Inbound Trade Inspections options, IT Labor support, and emerging requirements. Reduction is taken in O&M contracts due to the maturity of the program.
- **ADIS:** ADIS-R Contract, Operations and Maintenance contract, ADIS systems support, ADIS Mobile Application support, and emerging requirements. Reduction is taken in O&M contracts due to the maturity of the program.
- **BSDP:** Operations and Maintenance contract services.
- **ATS:** Operations and Maintenance contract services, visualization contracts, modeling contracts, data improvement contracts. This work sustains ATS applications used by end users to determine admissibility into the U.S.
- **TECS:** Operations and Maintenance contract services. This work sustains TECS applications used by end users to determine admissibility into the U.S.
- **Passenger Systems:** Operations and Maintenance contract services for APIS, Primary Application Maintenance, Passenger Enforcement Systems, and Global Enrollment Program. This work sustains Passenger Systems applications used by end users to determine admissibility into the U.S.
- **OFO Facilities Sustainment:** Includes contracts that provide building operations services (janitorial, pest control, snow removal, etc.), preventative maintenance and minor repairs, environmental compliance and remediation, and major repairs and building system replacements.

- **OFO Facilities Real Property Planning and Technical Services:** Includes facility condition assessments, master planning, strategic resource assessments in support of LPOE modernization prioritization, portfolio management system support, OFO facilities design standards, and initial planning documents and analysis for future year capital investment programs.

Rent and Utilities: Costs are driven by CBP's obligations at leased facilities, which are expected to decrease due to refined cost projections for rent and rent-related expenses, including:

- **Land Border Initiative:** Connections and communications circuits.
- **CBP Mobile:** Carrier Services for Mobile technology.
- **NII:** Communication circuit costs for Port Radiation Inspection Detection Evaluation (PRIDE).
- **OFO Rent and Rent-related expenses:** Includes funds for facilities that are leased through GSA, CBP's direct lease authority or inter-agency agreements. Expenses includes base rent, which provides standard building services, along with Federal Protective Services and above-standard services, including utilities and security at facilities that maintain 24/7
- **Utility expenses:** Includes funding for CBP-owned OFO facilities including but not limited to electric, water and sewage payments.

Land and Structures: Changes in this cost driver are the result of the Land Port of Entry Furniture, Fixtures and Equipment program enhancement. Land and structures costs are driven by mission driven requirements at OFO Facilities:

- **Minor Construction and Alterations:** Includes funds for CBP-owned OFO facilities with a total project cost of less than \$2 million. Projects are determined by the nationwide operational and real property priorities for OFO and include actions such as expansion or repurposing of existing space to meet mission requirements, acquisition of supporting real property infrastructure, and the modernization of existing infrastructure to meet operational and security requirements
- **Tenant Improvements:** Includes funds for leased OFO facilities with a total project cost of less than \$2 million. Projects are determined by the nationwide operational and real property priorities for OFO along with lease status and agreement. Actions include expansion or repurposing of existing space to meet mission requirements, acquisition of supporting real property infrastructure, and the modernization of existing infrastructure to meet operational and code requirements

Equipment: Remaining costs are driven by the procurement of equipment for the following programs. There is no change in FY22:

- **NII:** PRIDE equipment, cabling, and small scale NII.
- **Land Border Initiative:** Licenses, IT infrastructure requirements, LBI signage, Mobile command equipment. Funding for the Gordie Howe Bridge equipment does not recur.
- **ADIS:** Bluetooth equipment support, Windows 10 Upgrade support.
- **BSDP:** Equipment Replacement support.
- **CBP Mobile:** Tablets, Academy tablets and laptops, licenses, and iPads and misc. equipment.
- **ATS:** Hardware support, Circuits, and cabling.

- **Infrastructure Equipment:** Acquisition of turn-key infrastructure for LPOE modernization and OFO GSA prospectus projects. Turn-key infrastructure includes furniture, fixtures and equipment that is required for OFO's specific mission. All acquisitions are below the personal and real property threshold of \$250,000 and \$2 million respectively. The modernization, construction and improvements are funded by GSA and CBP is responsible for funding the mission-specific aspects for completion of the facilities to CBP's operational requirements.

Other: This cost driver includes funds for program management, site visits, and travel so that CBP personnel can ensure that O&M and acquisition activities for the NII, LBI, and ATS programs occur regularly at each Port of Entry throughout the fiscal year. There is no change in this activity in FY 2022.

*Office of Trade – PPA Level II***Budget Comparison and Adjustments****Comparison of Budget Authority and Request***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Office of Trade	905	905	\$279,362	958	932	\$289,387	1,088	1,088	\$289,746	130	156	\$359
Total	905	905	\$279,362	958	932	\$289,387	1,088	1,088	\$289,746	130	156	\$359
Subtotal Discretionary - Appropriation	905	905	\$279,362	958	932	\$289,387	1,088	1,088	\$289,746	130	156	\$359

PPA Level II Description

CBP's trade mission safeguards America's national security and leads to economic benefits by protecting revenue and market share for domestic industry, protecting jobs for American workers, and collecting over \$40.0 billion annually for the U.S. Government.

The Office of Trade (OT) plays a critical role in defending America's economic security by enforcing current trade laws and implementing new measures to align to the Administration's vision of protecting American industry and creating jobs by leveling the playing field for American businesses. Funding in this PPA is distributed among the following programs:

Program Name <i>(Dollars in Thousands)</i>	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
Trade Personnel (Pay and Non-pay)	\$172,438	\$183,647	\$180,175	(\$3,472)
Automated Tools	\$5,310	\$5,310	\$5,310	-
Automated Commercial Environment	\$89,314	\$84,278	\$85,197	\$919
Intelligent Enforcement	\$12,300	\$3,100	\$3,100	-
Advanced Trade Analytics Platform	-	\$5,000	\$5,402	\$402
Trade Agreement, Remedies & Enforcement Personnel	-	\$8,052	\$10,562	\$2,510
Total	\$279,362	\$289,387	\$289,746	\$359

Trade Personnel and Non-Pay Costs: This program includes salary and expenses funding for International Trade Specialists, National Import Specialists, Attorneys, Paralegals, Regulatory Auditors, Economists, Statisticians, automation experts and other specialties. These staff provide services to CBP, the trade community, and partner agencies, while promoting enforcement, compliance, and modernized logistics and customs processes worldwide through partnership and cooperation. OT manages a comprehensive risk management program that includes a steady escalation of response starting with analytics, intelligence, targeting, exam, review, corporate audit, investigations, seizure, penalties, and legal action, up to other civil or criminal prosecutions, including arrest and incarceration through ICE and DOJ.

Priority Trade Issues (PTI) are designated areas of significant risk, including:

- *Antidumping/Countervailing Duty (AD/CVD)*: Ensure that AD/CVD laws are enforced and that those who would try to evade those laws are identified and appropriately penalized.
- *Import Safety*: Prevent unsafe products from entering the commerce of the United States in collaboration with other government agencies.
- *Intellectual Property Rights (IPR)*: Enhance IPR enforcement and adapt to new risk such as the surge in e-commerce, by sharing intelligence, seizing goods at the border, and referring and supporting cases for criminal investigation.
- *Textiles and Wearing Apparel*: Establish effective enforcement of anti-circumvention laws, trade agreements, and trade legislation regarding the importation of textiles and wearing apparel.
- *Trade Agreements*: Ensure that the benefits afforded by trade agreements accrue only to eligible importations.
- *Revenue*: Establish a fair and level trade environment by ensuring that the full amount of duties, taxes, and fees are collected through promoting informed compliance with the trade, administrative classification rulings at the request of the trade, and audits.
- *Agriculture and Quota*: Manage import levels for strategically important commodities and perishable goods entering the domestic supply chain.

Automated Tools: CBP Automated Tools investment's purpose is to provide decision support and audit status tools for the Trade and Travel Operations program. The investment comprises two main applications: The CBPTradePulse, a performance management dashboard, and the Regulatory Audit Information System (RAMIS), an audit monitoring tool. CBPTradePulse compiles metrics, analyses, reports, and references, and provides trade data links by bringing together information from various internal and external sources. It provides common, accurate, and consistent data to support executives, senior managers and business analysts in making complex business decisions and policy. RAMIS tracks audit assignments from audit plan through the collection of recommended recoveries (audit life cycle); each audit's status is tracked from the referral stage through completion. RAMIS generates a variety of reports, such as basic company information, audit status, report status, collection information and staff hours expended.

Automated Commercial Environment: ACE is the primary system used by CBP and nearly 50 other agencies to process all imports into the U.S. Investments in automation and capability acquisition reduced the cost of importing goods into the U.S. by an estimated 1.5%. The total economic benefits of this reduction are estimated to be \$6.5 billion, as a measure of increased import volume and decreased expenses related to intermediate inputs for domestic producers. All cargo release functions now reside in ACE, as do a large number of post-release functions.

Intelligent Enforcement: Intelligent Trade Enforcement aims to protect U.S. economic viability and subvert trade networks that finance illicit activity. The approach is to better use data, systems and processes for network and link analysis and to enhance targeting. This will allow the agency to more quickly identify not only the illicit transactions, but the network of parties involved, and more rapidly respond to and deter fraud.

Funding will support workforce modernization efforts, adapting the roles of trade staff to the changing trade environment, and building expertise to address the complexities of supply chains, risk management, and trade facilitation.

Advanced Trade Analytics Platform: Advanced Trade Analytics Platform (ATAP) will allow CBP to utilize a newly formed data set to provide intelligent enforcement of the security risks around current and future trade enforcement mission challenges. ATAP will provide a single data source for all of CBP's trade related data and external data suppliers, which will enhance predictive and prescriptive analytic capabilities, integrate case work with greater holistic capabilities, provide greater insight into priority trade initiatives, and enable discovery of new areas of risk and potential priority trade initiatives.

Please see the CBP Procurement, Construction, and Improvements (PC&I) Congressional Justification for additional information on ATAP-related investments.

Trade Agreement, Remedies & Enforcement Personnel: These positions will carry out CBP's trade mission to achieve agency goals set for Secure and Compliant Trade through FY 2025, to strengthen trade enforcement actions and processes associated with Forced Labor, Enforce and Protect Act, Antidumping/Countervailing Duty (AD/CVD), Intellectual Property Rights (IPR) /E-commerce, intelligence and analytical processing; auditing of high risk importers to assess compliance with Customs laws; and the implementation and enforcement of trade remedies and agreements. The additional staff and resources will enhance trade enforcement and security initiatives in the following areas:

- Forced Labor
- Enforce and Protect Act.
- Antidumping/Countervailing Duty (AD/CVD).
- Intellectual property rights (IPR) /e-commerce.
- Enforcement trade remedies and agreements.
- 21st Century Customs Framework

Office of Trade – PPA Level II
Summary of Budget Changes
(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	905	905	\$279,362
FY 2021 Enacted	958	932	\$289,387
FY 2022 Base Budget	958	932	\$289,387
Technical Adjustment	128	128	-
Total Technical Changes	128	128	-
Realignment of Regulatory Reform Attorneys	2	1	\$250
Total Transfers	2	1	\$250
Civilian Pay Raise Total	-	-	\$3,482
Annualization of Prior Year Pay Raise	-	-	\$1,796
FERS Adjustment	-	-	\$1,711
Annualization of Advanced Trade Analytics Platform	-	1	\$396
Annualization of Regulatory Reform Hiring	-	1	\$217
Annualization of Trade Agreement, Remedies & Enforcement Personnel	-	25	\$2,510
Automated Commercial Environment	-	-	\$919
Civilian Pay Raise Offset	-	-	\$121
Non-Recur Acquisition Inflation	-	-	(\$3)
Non-Recur Adjustment to Map to Request	-	-	(\$11,025)
Non-Recur Regulatory Reform Hiring	-	-	(\$15)
Total Pricing Changes	-	27	\$109
Total Adjustments-to-Base	130	156	\$359
FY 2022 Current Services	1,088	1,088	\$289,746
Total Program Changes	-	-	-
FY 2022 Request	1,088	1,088	\$289,746
FY 2021 TO FY 2022 Change	130	156	\$359

Office of Trade – PPA Level II Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Office of Trade	905	905	\$161,309	\$178.24	958	932	\$170,176	\$182.59	1,088	1,088	\$180,408	\$165.82	130	156	\$10,232	(\$16.78)
Total	905	905	\$161,309	\$178.24	958	932	\$170,176	\$182.59	1,088	1,088	\$180,408	\$165.82	130	156	\$10,232	(\$16.78)
Subtotal Discretionary - Appropriation	905	905	\$161,309	\$178.24	958	932	\$170,176	\$182.59	1,088	1,088	\$180,408	\$165.82	130	156	\$10,232	(\$16.78)

Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$130,092	\$129,173	\$136,323	\$7,150
11.3 Other than Full-time Permanent	\$460	-	-	-
11.5 Other Personnel Compensation	\$341	\$1,551	\$1,603	\$52
12.1 Civilian Personnel Benefits	\$30,416	\$39,452	\$42,482	\$3,030
Total - Personnel Compensation and Benefits	\$161,309	\$170,176	\$180,408	\$10,232
Positions and FTE				
Positions - Civilian	905	958	1,088	130
FTE - Civilian	905	932	1,088	156

Pay Cost Drivers

Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Non-LEO Personnel	905	\$161,309	\$178.24	932	\$170,176	\$182.59	1,088	\$180,408	\$165.82	156	\$10,232	(\$16.78)
Total – Pay Cost Drivers	905	\$161,309	\$178.24	932	\$170,176	\$182.59	1,088	\$180,408	\$165.82	156	\$10,232	(\$16.78)

Explanation of Pay Cost Driver

Non-LEO Personnel: This cost driver funds the salaries and benefits of non-Law Enforcement Officer personnel. FY 2022 changes reflect increases to the agency's FERS Contribution, annualization of the FY 2021 Pay Raise, the FY 2022 Pay Raise, Civilian Pay Raise Offset, Correct CBP Base Pay, the annualization of the Advanced Trade Analytics Platform positions, the annualization of the Trade Agreement, Remedies, & Enforcement Personnel positions, the annualization of the Regulatory Reform Hiring, and the Realignment of Regulatory Reform Attorneys. Also included in the FY 2022 changes is a decrease associated with the realignment of Regulatory Reform Attorneys.

Office of Trade – PPA Level II Non Pay Budget Exhibits

Non Pay Summary (Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Office of Trade	\$118,053	\$119,211	\$109,338	(\$9,873)
Total	\$118,053	\$119,211	\$109,338	(\$9,873)
Subtotal Discretionary - Appropriation	\$118,053	\$119,211	\$109,338	(\$9,873)

Non Pay by Object Class (Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$4,296	\$3,322	\$3,340	\$18
23.1 Rental Payments to GSA	\$145	-	\$6	\$6
23.2 Rental Payments to Others	\$1,522	\$1,137	\$1,138	\$1
23.3 Communications, Utilities, & Miscellaneous	\$107	-	\$2	\$2
24.0 Printing and Reproduction	-	-	\$1	\$1
25.1 Advisory & Assistance Services	-	\$34,476	\$34,476	-
25.2 Other Services from Non-Federal Sources	\$88,120	\$70,386	\$59,371	(\$11,015)
25.3 Other Purchases of goods and services	\$1,007	-	\$1	\$1
25.7 Operation & Maintenance of Equipment	\$971	\$9,890	\$10,962	\$1,072
26.0 Supplies & Materials	\$287	-	\$1	\$1
31.0 Equipment	\$21,598	-	\$40	\$40
Total - Non Pay Budget Object Class	\$118,053	\$119,211	\$109,338	(\$9,873)

Non Pay Cost Drivers

Non Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
ACE Infrastructure, Life-Cycle, and Post-Core Development Costs	\$89,314	\$84,278	\$85,197	\$919
Trade Contractual - Service Agreements	\$12,770	\$18,327	\$9,572	(\$8,755)
Advanced Trade Analytics Platform (ATAP)	-	\$4,758	\$4,910	\$152
Trade Agreement, Remedies & Enforcement Personnel	-	\$3,935	\$3,935	-
Intelligent Enforcement	\$12,300	\$3,100	\$3,100	-
Other Operational Costs	\$3,669	\$4,813	\$2,624	(\$2,189)
Total - Non Pay Cost Drivers	\$118,053	\$119,211	\$109,338	(\$9,873)

Explanation of Non Pay Cost Drivers

ACE Infrastructure, Life-Cycle, and Post Core Development Costs: This cost driver includes sustainment costs for the ACE system through Development and Deployment phases as it shifts into O&M status. Cost increases are currently incremental and follow expected annual changes to the Life-Cycle Cost Estimate (LCCE) and projected annual increases in information technology support. This cost driver also includes infrastructure, software, and management support for the ACE system. Additional costs include critical enhancements to ACE functionality following system deployment.

Trade Contractual -Service Agreements: This cost driver includes contracted services in support of various trade-related initiatives including United States-Mexico-Canada Agreement (USMCA), 21st Century Customs Framework, Risk Based Bonding, E-commerce, Intellectual Property Rights, Antidumping/Countervailing Duty (AD/CVD), workload staffing model and activity-based costing methodology to support of trade enforcement and operations. The cost decrease from FY 2021 to FY 2022 is due to a reduction in capability for the Trade operational initiatives stated above.

Advanced Trade Analytics Platform (ATAP): This cost driver includes sustainment costs for ATAP system. FY 2022 cost increases are due to additional service costs and expenses.

Trade Agreement, Remedies, & Enforcement Personnel: This cost drivers includes training, travel, and equipment costs for the Trade Agreement, Remedies, & Enforcement personnel. There is no change in costs for FY 2022.

Intelligent Enforcement: Funds will support workforce modernization efforts, adapting the roles of trade staff to the changing trade environment, and building expertise to address the complexities of supply chains, risk management, and trade facilitation. There is no change in costs for FY 2022.

Other Operational Costs: This cost driver includes funds for temporary tour of duty operations and travel, training for staff in support of trade related operations, professional requirements, equipment and services, outreach efforts for the trade community and other government agencies, corporate audits, and support for ICE investigations. Costs may vary due to changes in operational needs, such as additional staff travel, or unanticipated equipment needs. The cost decrease from FY 2021 to FY 2022 is due to a reduction in Trade operations outreach, training and equipment purchases.

*Office of Training and Development – PPA Level II***Budget Comparison and Adjustments****Comparison of Budget Authority and Request***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Office of Training and Development	175	175	\$65,515	169	169	\$65,445	179	179	\$71,023	10	10	\$5,578
Total	175	175	\$65,515	169	169	\$65,445	179	179	\$71,023	10	10	\$5,578
Subtotal Discretionary - Appropriation	175	175	\$65,515	169	169	\$65,445	179	179	\$71,023	10	10	\$5,578

PPA Level II Description

This PPA funds the training costs for CBPOs, Agriculture Specialists, Canine, and Entry Specialists assigned to the POEs, the associated operating costs of the Field Operations Academy in Glynco (GA) and the associated operating costs of the Canine Center in Front Royal. This includes curriculum development, design, and instruction for Basic Training; Diver Training; Skills Enhancement; Canine Training; Anti-Terrorism/Counterterrorism/Targeting; Trade Training; Agriculture Training; Special Response Training; and Instructor Training.

Office of Training and Development – PPA Level II
Summary of Budget Changes
(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	175	175	\$65,515
FY 2021 Enacted	169	169	\$65,445
FY 2022 Base Budget	169	169	\$65,445
Total Technical Changes	-	-	-
Realignment of Technology Training Support Branch	10	10	\$2,114
Total Transfers	10	10	\$2,114
Civilian Pay Raise Total	-	-	\$761
Annualization of Prior Year Pay Raise	-	-	\$352
FERS Adjustment	-	-	\$233
Civilian Pay Raise Offset	-	-	\$30
Delay in Hiring	-	-	(\$212)
Total Pricing Changes	-	-	\$1,164
Total Adjustments-to-Base	10	10	\$3,278
FY 2022 Current Services	179	179	\$68,723
Training	-	-	\$2,300
Total Program Changes	-	-	\$2,300
FY 2022 Request	179	179	\$71,023
FY 2021 TO FY 2022 Change	10	10	\$5,578

Office of Training and Development – PPA Level II

Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Office of Training and Development	175	175	\$40,107	\$229.18	169	169	\$37,258	\$220.46	179	179	\$40,479	\$226.14	10	10	\$3,221	\$5.68
Total	175	175	\$40,107	\$229.18	169	169	\$37,258	\$220.46	179	179	\$40,479	\$226.14	10	10	\$3,221	\$5.68
Subtotal Discretionary - Appropriation	175	175	\$40,107	\$229.18	169	169	\$37,258	\$220.46	179	179	\$40,479	\$226.14	10	10	\$3,221	\$5.68

Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$25,994	\$20,459	\$22,467	\$2,008
11.5 Other Personnel Compensation	\$608	\$1,280	\$1,319	\$39
12.1 Civilian Personnel Benefits	\$13,505	\$15,519	\$16,693	\$1,174
Total - Personnel Compensation and Benefits	\$40,107	\$37,258	\$40,479	\$3,221
Positions and FTE				
Positions - Civilian	175	169	179	10
FTE - Civilian	175	169	179	10

Pay Cost Drivers

Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
CBP Officer	129	\$30,492	\$236.37	129	\$30,179	\$233.95	129	\$31,821	\$246.67	-	\$1,642	\$12.73
Non-LEO Personnel	46	\$9,615	\$209.02	40	\$7,079	\$176.98	50	\$8,715	\$174.30	10	\$1,636	(\$2.67)
Total – Pay Cost Drivers	175	\$40,107	\$229.18	169	\$37,258	\$220.46	179	\$40,536	\$226.46	10	\$3,278	\$6.00

Explanation of Pay Cost Drivers

CBP Officer: This cost driver funds the salaries and benefits of CBPOs. FY 2022 changes reflect increases to the agency's FERS Contribution, annualization of the FY 2021 Pay Raise, the FY 2022 Pay Raise, and the Civilian Pay Raise Offset. Also included in the FY 2022 changes is a decrease associated with the Delay in Hiring.

Non-LEO Personnel: This cost driver funds the salaries and benefits of non-Law Enforcement Officer personnel. FY 2022 changes reflect increases to the agency's FERS Contribution, annualization of the FY 2021 Pay Raise, the FY 2022 Pay Raise, the Civilian Pay Raise Offset, and the Realignment of Technology Training Support Branch. Also included in the FY 2022 changes is a decrease associated with the Delay in Hiring.

Office of Training and Development – PPA Level II

Non Pay Budget Exhibits

Non Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Office of Training and Development	\$25,408	\$28,187	\$30,544	\$2,357
Total	\$25,408	\$28,187	\$30,544	\$2,357
Subtotal Discretionary - Appropriation	\$25,408	\$28,187	\$30,544	\$2,357

Non Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$7,866	\$4,641	\$4,641	-
22.0 Transportation of Things	\$1,829	\$1,108	\$1,108	-
23.2 Rental Payments to Others	-	\$275	\$275	-
23.3 Communications, Utilities, & Miscellaneous	\$212	-	-	-
25.1 Advisory & Assistance Services	-	\$18,624	\$18,624	-
25.2 Other Services from Non-Federal Sources	\$14,382	\$2,779	\$5,136	\$2,357
25.8 Subsistence and Support of Persons	-	\$760	\$760	-
31.0 Equipment	\$1,119	-	-	-
Total - Non Pay Budget Object Class	\$25,408	\$28,187	\$30,544	\$2,357

Non Pay Cost Drivers

Non Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
CBPO Basic Training	\$19,283	\$21,482	\$23,782	\$2,300
Canine Training Program	\$1,162	\$970	\$970	-
Canine Dog Procurements	\$437	\$365	\$365	-
NII Training Program	\$205	\$171	\$171	-
Other Costs	\$4,321	\$5,199	\$5,199	-
Total - Non Pay Cost Drivers	\$25,408	\$28,187	\$30,487	\$2,300

*During the FY 2022 President's Budget build, CBP incorrectly aligned a portion of the training program enhancement to OCC 21 instead of OCC 25.1. If funded, this will be corrected in the year of execution as well as the FY 2023 President's Budget build.

Explanation of Non Pay Cost Drivers

CBPO Basic Training: This cost driver includes travel, TDY, FLETC lodging and meals, basic issue supplies and equipment to deliver basic training to newly hired CBPOs. Costs vary based on the total number of new CBPOs attending training. FY22 costs increase due to increased hiring, as CBP anticipates 2,974 attendees (up from 2,832 in FY 2021).

Canine Training Program: This cost driver includes student travel, TDY, and supply and equipment costs (not canine costs) to deliver training to CBPOs for all canine disciplines. No change in costs from FY21.

Canine Dog Procurements: This cost driver includes the procurement costs to purchase dogs to support delivery of training for new and replacement handler courses. No change in costs from FY21.

NII Training Program: This cost driver includes all course delivery costs to support employee training on CBP-fielded NII equipment generally via an instructor export model to field locations. No change in costs from FY21.

Other Costs: Reflects the remaining costs for basic and advanced training of CBPOs and trade employees, and the operating budget/facility support requirements for the Canine Center Front Royal, Trade and Cargo, and the Field Operations Academies in Glynco and Charleston, SC. No change in costs from FY21.

*Integrated Operations – PPA***Budget Comparison and Adjustments****Comparison of Budget Authority and Request***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Air and Marine Operations	1,658	1,658	\$884,843	1,654	1,654	\$924,308	1,648	1,648	\$931,170	(6)	(6)	\$6,862
Office of International Affairs	165	165	\$42,134	165	165	\$43,099	168	167	\$45,668	3	2	\$2,569
Office of Intelligence	270	267	\$61,685	270	270	\$62,447	281	281	\$66,937	11	11	\$4,490
Office of Training and Development	-	-	\$6,886	10	10	\$9,210	16	16	\$12,523	6	6	\$3,313
Operations Support	509	497	\$173,569	521	515	\$152,333	495	495	\$144,261	(26)	(20)	(\$8,072)
Total	2,602	2,587	\$1,169,117	2,620	2,614	\$1,191,397	2,608	2,607	\$1,200,559	(12)	(7)	\$9,162
Subtotal Discretionary - Appropriation	2,602	2,587	\$1,169,117	2,620	2,614	\$1,191,397	2,608	2,607	\$1,200,559	(12)	(7)	\$9,162

PPA Level I Description

The Integrated Operations PPA includes CBP's programs that ensure domain awareness through the sustainment of command and control, coordination, information sharing, and situational awareness in support of multiple mission programs. It also supports occupational health and safety.

This PPA contains the following Level II PPAs:

Air and Marine Operations (AMO): AMO protects the American people and Nation's critical infrastructure through the coordinated use of air and marine assets to detect, interdict and prevent acts of terrorism and the unlawful movement of people, illegal drugs, and other contraband toward or across the borders of the United States.

Office of International Affairs (INA): INA supports CBP's efforts to secure the global supply chain and travel network, and to facilitate the movement of legitimate cargo and passengers.

Office of Intelligence (OI): OI integrates CBP's diverse intelligence capabilities into a single, cohesive intelligence enterprise.

Office of Training and Development (OTD): OTD delivers basic training to Air and Marine Interdiction Agents, and basic/advanced training for employees assigned to intelligence functions within CBP.

Operations Support (OS): OS brings together functions that directly support the operational offices to help them accomplish the CBP mission. These specialized capabilities play a critical role in making CBP stronger and more nimble.

Integrated Operations – PPA
Budget Authority and Obligations
(Dollars in Thousands)

	FY 2020	FY 2021	FY 2022
Enacted/Request	\$1,169,117	\$1,191,397	\$1,200,559
Carryover - Start of Year	\$88,565	\$7,607	-
Recoveries	\$22,292	\$6,702	-
Rescissions to Current Year/Budget Year	-	-	-
Net Sequestered Resources	-	-	-
Reprogramming/Transfers	\$13,732	-	-
Supplementals	-	-	-
Total Budget Authority	\$1,293,706	\$1,205,706	\$1,200,559
Collections - Reimbursable Resources	\$104,549	\$104,549	\$104,549
Collections - Other Sources	-	-	-
Total Budget Resources	\$1,398,255	\$1,310,255	\$1,305,108
Obligations (Actual/Estimates/Projections)	\$1,174,728	\$1,310,255	\$1,302,918
Personnel: Positions and FTE			
Enacted/Request Positions	2,602	2,620	2,608
Enacted/Request FTE	2,587	2,614	2,607
Onboard and Actual FTE			
Onboard (Actual/Estimates/Projections)	2,725	2,620	2,608
FTE (Actual/Estimates/Projections)	2,741	2,620	2,607

Integrated Operations – PPA Summary of Budget Changes

(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	2,602	2,587	\$1,169,117
FY 2021 Enacted	2,620	2,614	\$1,191,397
FY 2022 Base Budget	2,620	2,614	\$1,191,397
Total Technical Changes	-	-	-
Realignment for Laboratories and Scientific Services Directorate	1	1	\$178
Realignment of Joint Task Force – West (JTF-W)	(16)	(16)	(\$4,290)
Total Transfers	(15)	(15)	(\$4,112)
Civilian Pay Raise Total	-	-	\$9,819
Annualization of Prior Year Pay Raise	-	-	\$4,935
FERS Adjustment	-	-	\$5,185
FPS Fee Adjustment	-	-	\$108
Adjustments for Rent-Related Expenses	-	-	(\$423)
Annualization of Laboratory Personnel	-	6	\$382
Civilian Pay Raise Offset	-	-	(\$9)
Correct CBP Base Pay	-	-	\$943
Delay in Hiring	-	-	(\$2,845)
Non-Recur 9mm Weapons Transition	-	-	(\$326)
Non-Recur Acquisition Inflation	-	-	(\$49)
Non-Recur Adjustment to Map to Request	-	-	(\$4,159)
Non-Recur Air and Marine Operations Center	-	-	(\$2,822)
Non-Recur AMO Training	-	-	(\$469)
Non-Recur Medium Lift Helicopter	-	-	(\$258)
Non-Recur P-3 Aircraft Technology Refresh	-	-	(\$20)
Non-Recur Tethered Aerostat Radar System	-	-	(\$75)
Overseas Support Costs	-	-	(\$214)
Total Pricing Changes	-	6	\$9,703

Operations and Support**Integrated Operations – PPA**

Total Adjustments-to-Base	(15)	(9)	\$5,591
FY 2022 Current Services	2,605	2,605	\$1,196,988
De-Commissioning of JTF-W	-	-	(\$500)
Overseas Personnel	3	2	\$1,671
Training	-	-	\$2,400
Total Program Changes	3	2	\$3,571
FY 2022 Request	2,608	2,607	\$1,200,559
FY 2021 TO FY 2022 Change	(12)	(7)	\$9,162

Integrated Operations – PPA Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Air and Marine Operations	1,658	1,658	\$319,286	\$192.57	1,654	1,654	\$323,900	\$195.83	1,648	1,648	\$334,308	\$202.86	(6)	(6)	\$10,408	\$7.03
Office of International Affairs	165	165	\$29,423	\$178.32	165	165	\$31,796	\$192.70	168	167	\$34,603	\$207.20	3	2	\$2,807	\$14.50
Office of Intelligence	270	267	\$45,446	\$170.21	270	270	\$43,009	\$159.29	281	281	\$46,926	\$167.00	11	11	\$3,917	\$7.70
Office of Training and Development	-	-	-	-	10	10	\$1,131	\$113.10	16	16	\$2,457	\$153.56	6	6	\$1,326	\$40.46
Operations Support	509	497	\$80,121	\$161.21	521	515	\$80,092	\$155.52	495	495	\$77,522	\$156.61	(26)	(20)	(\$2,570)	\$1.09
Total	2,602	2,587	\$474,276	\$183.33	2,620	2,614	\$479,928	\$183.60	2,608	2,607	\$495,816	\$190.19	(12)	(7)	\$15,888	\$6.59
Subtotal Discretionary - Appropriation	2,602	2,587	\$474,276	\$183.33	2,620	2,614	\$479,928	\$183.60	2,608	2,607	\$495,816	\$190.19	(12)	(7)	\$15,888	\$6.59

Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$281,159	\$275,281	\$278,991	\$3,710
11.3 Other than Full-time Permanent	\$883	\$142	\$148	\$6
11.5 Other Personnel Compensation	\$40,435	\$52,889	\$54,498	\$1,609
12.1 Civilian Personnel Benefits	\$151,799	\$151,616	\$162,179	\$10,563
Total - Personnel Compensation and Benefits	\$474,276	\$479,928	\$495,816	\$15,888
Positions and FTE				
Positions - Civilian	2,602	2,620	2,608	(12)
FTE - Civilian	2,587	2,614	2,607	(7)

Integrated Operations – PPA Non Pay Budget Exhibits

Non Pay Summary *(Dollars in Thousands)*

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Air and Marine Operations	\$565,557	\$600,408	\$596,862	(\$3,546)
Office of International Affairs	\$12,711	\$11,303	\$11,065	(\$238)
Office of Intelligence	\$16,239	\$19,438	\$20,011	\$573
Office of Training and Development	\$6,886	\$8,079	\$10,066	\$1,987
Operations Support	\$93,448	\$72,241	\$66,739	(\$5,502)
Total	\$694,841	\$711,469	\$704,743	(\$6,726)
Subtotal Discretionary - Appropriation	\$694,841	\$711,469	\$704,743	(\$6,726)

Non Pay by Object Class*(Dollars in Thousands)*

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$27,504	\$16,263	\$18,723	\$2,460
22.0 Transportation of Things	\$3,427	\$3,314	\$3,514	\$200
23.1 Rental Payments to GSA	\$10,692	\$2,452	\$2,029	(\$423)
23.2 Rental Payments to Others	\$8,801	\$14,454	\$14,454	-
23.3 Communications, Utilities, & Miscellaneous	\$11,882	\$8,760	\$8,760	-
24.0 Printing and Reproduction	\$3	\$3	\$3	-
25.1 Advisory & Assistance Services	\$2,238	\$406,499	\$400,718	(\$5,781)
25.2 Other Services from Non-Federal Sources	\$144,436	\$70,295	\$66,870	(\$3,425)
25.3 Other Purchases of goods and services	\$50,045	\$33,966	\$33,966	-
25.4 Operations & Maintenance of Facilities	\$21,574	\$34,948	\$35,056	\$108
25.6 Medical Care	\$66	-	-	-
25.7 Operation & Maintenance of Equipment	\$230,239	\$120,175	\$120,180	\$5
25.8 Subsistence and Support of Persons	-	\$340	\$340	-
26.0 Supplies & Materials	\$107,059	-	\$121	\$121
31.0 Equipment	\$76,875	-	\$9	\$9
Total - Non Pay Budget Object Class	\$694,841	\$711,469	\$704,743	(\$6,726)

*Air and Marine Operations – PPA Level II***Budget Comparison and Adjustments****Comparison of Budget Authority and Request***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Operations	1,495	1,495	\$314,425	1,535	1,535	\$317,965	1,529	1,529	\$327,464	(6)	(6)	\$9,499
Assets and Support	-	-	\$533,768	-	-	\$565,554	-	-	\$564,886	-	-	(\$668)
Air and Marine Operations Center	163	163	\$36,650	119	119	\$40,789	119	119	\$38,820	-	-	(\$1,969)
Total	1,658	1,658	\$884,843	1,654	1,654	\$924,308	1,648	1,648	\$931,170	(6)	(6)	\$6,862
Subtotal Discretionary - Appropriation	1,658	1,658	\$884,843	1,654	1,654	\$924,308	1,648	1,648	\$931,170	(6)	(6)	\$6,862

PPA Level II Description

As America's frontline border agency, CBP is responsible for securing America's borders against threats while facilitating the lawful flow of people and goods entering the United States. AMO is a critical component of CBP's border security mission and the DHS risk-based and multi-layered approach to homeland security. AMO applies advanced capabilities and employs unique skill sets to protect the Nation's borders and preserve America's security interests.

AMO is the lead operational component within CBP to be responsible for air and maritime border security. AMO consists of 1,067 Federal agents, 1,771 total employees, 234 aircraft, and 339 marine vessels operating from 74 locations throughout the continental United States and Puerto Rico.

AMO partners with USBP on land border security to provide close tactical ground support. Through operations such as wide-area surveillance, investigations, patrols and tactical response in diverse environments, AMO is effectively able to perform counter-narcotics, prevention of imported and exported illegal merchandise or contraband, and other anti-smuggling/trafficking missions.

This PPA contains the following Level III PPAs:

Operations: This PPA provides funding for the personnel, equipment, and services needed to operate and support the tactical aircraft and marine vessels employed for border security operations, air-to-air intercept of suspect general aviation aircraft, maritime interdiction, search and rescue, air mobility for ground agents and special tactical teams, national special security events, and investigations (including covert operations).

Assets and Support: This PPA provides funding to complete phased and unplanned maintenance on aircraft and marine vessels, and funds material support, including fuel, spare parts, consumable supplies, component and engine repair services, and base support for aircraft located at 36 bases and marine vessels located at 69 operating locations.

Air and Marine Operations Center (AMOC): AMOC is CBP’s Federal LE operations center for multi-domain awareness.

Air and Marine Operations – PPA Level II Summary of Budget Changes

(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	1,658	1,658	\$884,843
FY 2021 Enacted	1,654	1,654	\$924,308
FY 2022 Base Budget	1,654	1,654	\$924,308
Total Technical Changes	-	-	-
Realignment of Trainers	(6)	(6)	(\$1,353)
Total Transfers	(6)	(6)	(\$1,353)
Civilian Pay Raise Total	-	-	\$6,627
Annualization of Prior Year Pay Raise	-	-	\$3,294
FERS Adjustment	-	-	\$3,500
FPS Fee Adjustment	-	-	\$108
Adjustments for Rent-Related Expenses	-	-	(\$423)
Civilian Pay Raise Offset	-	-	(\$114)
Correct CBP Base Pay	-	-	\$270
Delay in Hiring	-	-	(\$1,847)
Non-Recur Acquisition Inflation	-	-	(\$25)
Non-Recur Air and Marine Operations Center	-	-	(\$2,822)
Non-Recur Medium Lift Helicopter	-	-	(\$258)
Non-Recur P-3 Aircraft Technology Refresh	-	-	(\$20)
Non-Recur Tethered Aerostat Radar System	-	-	(\$75)
Total Pricing Changes	-	-	\$8,215
Total Adjustments-to-Base	(6)	(6)	\$6,862
FY 2022 Current Services	1,648	1,648	\$931,170
Total Program Changes	-	-	-
FY 2022 Request	1,648	1,648	\$931,170
FY 2021 TO FY 2022 Change	(6)	(6)	\$6,862

Air and Marine Operations – PPA Level II

Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Operations	1,495	1,495	\$297,196	\$198.79	1,535	1,535	\$300,993	\$196.09	1,529	1,529	\$310,548	\$203.11	(6)	(6)	\$9,555	\$7.02
Air and Marine Operations Center	163	163	\$22,090	\$135.52	119	119	\$22,907	\$192.50	119	119	\$23,760	\$199.66	-	-	\$853	\$7.17
Total	1,658	1,658	\$319,286	\$192.57	1,654	1,654	\$323,900	\$195.83	1,648	1,648	\$334,308	\$202.86	(6)	(6)	\$10,408	\$7.03
Subtotal Discretionary - Appropriation	1,658	1,658	\$319,286	\$192.57	1,654	1,654	\$323,900	\$195.83	1,648	1,648	\$334,308	\$202.86	(6)	(6)	\$10,408	\$7.03

Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$175,547	\$170,080	\$172,973	\$2,893
11.3 Other than Full-time Permanent	\$217	\$12	\$12	-
11.5 Other Personnel Compensation	\$35,530	\$46,238	\$47,452	\$1,214
12.1 Civilian Personnel Benefits	\$107,992	\$107,570	\$113,871	\$6,301
Total - Personnel Compensation and Benefits	\$319,286	\$323,900	\$334,308	\$10,408
Positions and FTE				
Positions - Civilian	1,658	1,654	1,648	(6)
FTE - Civilian	1,658	1,654	1,648	(6)

Air and Marine Operations – PPA Level II

Non Pay Budget Exhibits

Non Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Operations	\$17,229	\$16,972	\$16,916	(\$56)
Assets and Support	\$533,768	\$565,554	\$564,886	(\$668)
Air and Marine Operations Center	\$14,560	\$17,882	\$15,060	(\$2,822)
Total	\$565,557	\$600,408	\$596,862	(\$3,546)
Subtotal Discretionary - Appropriation	\$565,557	\$600,408	\$596,862	(\$3,546)

Non Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$20,378	\$6,715	\$6,715	-
22.0 Transportation of Things	\$3,187	\$2,900	\$2,900	-
23.1 Rental Payments to GSA	\$8,594	\$2,452	\$2,029	(\$423)
23.2 Rental Payments to Others	\$8,290	\$13,024	\$13,024	-
23.3 Communications, Utilities, & Miscellaneous	\$10,290	\$8,119	\$8,112	(\$7)
25.1 Advisory & Assistance Services	-	\$338,740	\$338,740	-
25.2 Other Services from Non-Federal Sources	\$103,612	\$43,851	\$40,627	(\$3,224)
25.3 Other Purchases of goods and services	\$47,932	\$32,435	\$32,435	-
25.4 Operations & Maintenance of Facilities	\$21,574	\$34,948	\$35,056	\$108
25.6 Medical Care	\$66	-	-	-
25.7 Operation & Maintenance of Equipment	\$227,158	\$116,884	\$116,884	-
25.8 Subsistence and Support of Persons	-	\$340	\$340	-
26.0 Supplies & Materials	\$95,006	-	-	-
31.0 Equipment	\$19,470	-	-	-
Total - Non Pay Budget Object Class	\$565,557	\$600,408	\$596,862	(\$3,546)

*Operations – PPA Level III***Budget Comparison and Adjustments****Comparison of Budget Authority and Request***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Operations	1,495	1,495	\$314,425	1,535	1,535	\$317,965	1,529	1,529	\$327,464	(6)	(6)	\$9,499
Total	1,495	1,495	\$314,425	1,535	1,535	\$317,965	1,529	1,529	\$327,464	(6)	(6)	\$9,499
Subtotal Discretionary - Appropriation	1,495	1,495	\$314,425	1,535	1,535	\$317,965	1,529	1,529	\$327,464	(6)	(6)	\$9,499

PPA Level III Description

This PPA primarily consists of AMO personnel and associated non-pay items needed to conduct AMO operations.

Operations – PPA Level III Summary of Budget Changes

(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	1,495	1,495	\$314,425
FY 2021 Enacted	1,535	1,535	\$317,965
FY 2022 Base Budget	1,535	1,535	\$317,965
Total Technical Changes	-	-	-
Realignment of Trainers	(6)	(6)	(\$1,353)
Total Transfers	(6)	(6)	(\$1,353)
Civilian Pay Raise Total	-	-	\$6,155
Annualization of Prior Year Pay Raise	-	-	\$2,952
FERS Adjustment	-	-	\$3,215
Civilian Pay Raise Offset	-	-	(\$118)
Correct CBP Base Pay	-	-	\$155
Delay in Hiring	-	-	(\$1,482)
Non-Recur Acquisition Inflation	-	-	(\$25)
Total Pricing Changes	-	-	\$10,852
Total Adjustments-to-Base	(6)	(6)	\$9,499
FY 2022 Current Services	1,529	1,529	\$327,464
Total Program Changes	-	-	-
FY 2022 Request	1,529	1,529	\$327,464
FY 2021 TO FY 2022 Change	(6)	(6)	\$9,499

Operations – PPA Level III Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Operations	1,495	1,495	\$297,196	\$198.79	1,535	1,535	\$300,993	\$196.09	1,529	1,529	\$310,548	\$203.11	(6)	(6)	\$9,555	\$7.02
Total	1,495	1,495	\$297,196	\$198.79	1,535	1,535	\$300,993	\$196.09	1,529	1,529	\$310,548	\$203.11	(6)	(6)	\$9,555	\$7.02
Subtotal Discretionary - Appropriation	1,495	1,495	\$297,196	\$198.79	1,535	1,535	\$300,993	\$196.09	1,529	1,529	\$310,548	\$203.11	(6)	(6)	\$9,555	\$7.02

Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$162,382	\$156,624	\$159,286	\$2,662
11.3 Other than Full-time Permanent	\$217	\$12	\$12	-
11.5 Other Personnel Compensation	\$34,096	\$44,411	\$45,561	\$1,150
12.1 Civilian Personnel Benefits	\$100,501	\$99,946	\$105,689	\$5,743
Total - Personnel Compensation and Benefits	\$297,196	\$300,993	\$310,548	\$9,555
Positions and FTE				
Positions - Civilian	1,495	1,535	1,529	(6)
FTE - Civilian	1,495	1,535	1,529	(6)

Pay Cost Drivers

Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Air Interdiction/Air Enforcement Agents	855	\$192,052	\$224.62	855	\$194,505	\$227.49	855	\$200,679	\$234.71	-	\$6,174	\$7.22
Marine Interdiction Agent	343	\$66,956	\$195.21	343	\$67,811	\$197.70	343	\$69,964	\$203.98	-	\$2,153	\$6.28
Non-LEO Personnel	297	\$38,188	\$128.58	337	\$38,677	\$114.77	331	\$39,905	\$120.56	(6)	\$1,228	\$5.79
Total – Pay Cost Drivers	1,495	\$297,196	\$198.79	1,535	\$300,993	\$196.09	1,529	\$310,548	\$203.11	(6)	\$9,555	\$7.02

Explanation of Pay Cost Drivers

Air Interdiction/Air Enforcement Agent: This cost driver funds the salaries and benefits of AIAs and AEAs. FY 2022 changes reflect increases to the agency's FERS Contribution, annualization of the FY 2021 Pay Raise, the FY 2022 Pay Raise, Civilian Pay Raise Offset, and the Correct CBP Base Pay. Also included in the FY 2022 changes is a decrease associated with Delay in Hiring.

Marine Interdiction Agent: This cost driver funds the salaries and benefits of MIAs.

FY 2022 changes reflect increases to the agency's FERS Contribution, annualization of the FY 2021 Pay Raise, the FY 2022 Pay Raise, Civilian Pay Raise Offset, and the Correct CBP Base Pay. Also included in the FY 2022 changes is a decrease associated with Delay in Hiring.

Non-LEO Personnel: This cost driver funds the salaries and benefits of non-LEO Personnel.

FY 2022 changes reflect increases to the agency's FERS Contribution, annualization of the FY 2021 Pay Raise, the FY 2022 Pay Raise, Civilian Pay Raise Offset, and the Correct CBP Base Pay. Also included in the FY 2022 changes is a decrease associated with Delay in Hiring.

Operations – PPA Level III Non Pay Budget Exhibits

Non Pay Summary *(Dollars in Thousands)*

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Operations	\$17,229	\$16,972	\$16,916	(\$56)
Total	\$17,229	\$16,972	\$16,916	(\$56)
Subtotal Discretionary - Appropriation	\$17,229	\$16,972	\$16,916	(\$56)

Non Pay by Object Class *(Dollars in Thousands)*

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$386	\$850	\$850	-
22.0 Transportation of Things	\$2,423	\$827	\$827	-
23.1 Rental Payments to GSA	\$384	-	-	-
23.2 Rental Payments to Others	\$40	-	-	-
23.3 Communications, Utilities, & Miscellaneous	-	\$400	\$393	(\$7)
25.1 Advisory & Assistance Services	-	\$8,252	\$8,252	-
25.2 Other Services from Non-Federal Sources	\$13,395	\$6,297	\$6,248	(\$49)
25.3 Other Purchases of goods and services	\$60	\$6	\$6	-
25.8 Subsistence and Support of Persons	-	\$340	\$340	-
26.0 Supplies & Materials	\$176	-	-	-
31.0 Equipment	\$365	-	-	-
Total - Non Pay Budget Object Class	\$17,229	\$16,972	\$16,916	(\$56)

Non Pay Cost Drivers

Non Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
Permanent Change of Station Costs	\$2,959	\$2,000	\$2,000	-
Ammunition and Tactical Equipment	\$2,215	\$2,095	\$2,095	-
HQ Administrative Costs	\$1,275	\$1,370	\$1,370	-
ICASS	\$1,198	\$400	\$400	-
Other Costs	\$9,582	\$11,107	\$11,051	(\$56)
Total - Non Pay Cost Drivers	\$17,229	\$16,972	\$16,916	(\$56)

Explanation of Non Pay Cost Drivers

Permanent Change of Station (PCS) Costs: This cost driver covers the funding necessary to support the AMO mission and objectives for recruitment, retention and knowledge/experience by moving the right people to the right positions. PCS moves provide flexibility with the filling of positions in remote and hard to fill locations which can also be done in conjunction with other incentives (relocation, retention and recruitment). AMO has moved personnel to locations that have the highest threat or needs including the Southern Border and the Caribbean. CBP anticipates no change in FY 2022.

Ammunition, Tactical and Surveillance Equipment: This cost driver includes the funding for outfitting law enforcement personnel with body armor, uniforms, weapons, protective gear, tactical and surveillance equipment, and ammunition. These expenditures are necessary to ensure the safety of law enforcement personnel in the performance of their duty. CBP anticipates no change in FY 2022.

HQ Administrative Costs: This cost driver includes HQ administrative contract services. Contract support covers a variety of administrative functions throughout HQ to include graphic and editorial support. CBP anticipates no change in FY 2022.

ICASS: This cost driver includes overseas living expenses, including dependent schooling for individuals located outside of the continental U.S. ICASS costs are incurred due to the deployment of personnel stationed in Mexico. CBP anticipates no change in FY 2022.

Other Costs: Other non-pay costs include non-tactical equipment, human capital and public affairs expenses, information management and event support, administrative training and travel associated with that training. Changes in this cost driver reflect the transfer of AMO positions to OTD and a reduction in non-pay inflation.

Assets and Support – PPA Level III**Budget Comparison and Adjustments****Comparison of Budget Authority and Request***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Assets and Support	-	-	\$533,768	-	-	\$565,554	-	-	\$564,886	-	-	(\$668)
Total	-	-	\$533,768	-	-	\$565,554	-	-	\$564,886	-	-	(\$668)
Subtotal Discretionary - Appropriation	-	-	\$533,768	-	-	\$565,554	-	-	\$564,886	-	-	(\$668)

PPA Level III Description

This PPA provides funding to complete phased and unplanned maintenance on aircraft and marine vessels. The PPA also funds material support, including fuel, spare parts, consumable supplies, component and engine repair services, and base support for aircraft located at 36 bases and marine vessels located at 69 operating locations.

The following tables illustrate some of the outcomes funded with AMO Assets and Support funds.

Air Activity

	FY 2018	FY 2019	FY 2020
Total Launches	34,672	36,632	33,825
Total No Launches	7,029	6,301	8,103
Launch %	83%	85%	81%
Flight Hours	95,801	92,846	94,278
Criminal Arrests	1,619	1,281	803
Apprehensions	46,773	51,025	46,435
Contraband (lbs.) Seized	745,738	533,333	434,400
Currency (USD) Seized	\$30.49M	\$21.1M	40.26M

Air and Marine Operations – PPA II**Assets and Support – PPA III**

Conveyances Seized	550	445	418
Weapons Seized	725	867	760

Marine Activity

	FY 2018	FY 2019	FY 2020
Total Launches	7,186	6,889	7,325
Total No Launches	999	411	785
Launch %	88%	94%	90%
Underway Hours	36,110	33,315	35,444
Criminal Arrests	754	294	120
Apprehensions	971	1011	833
Contraband (lbs.) Seized	20,984	23,310	27,738
Currency (USD) Seized	\$3.7M	\$13.1M	\$8M
Conveyances Seized	148	117	106
Weapons Seized	147	68	11

Flight Hour Program

In FY 2022, AMO plans to fly 95,000 flight hours by emphasizing AS-350 and UH-60 hours and flying over 7,000 P-3 aircraft flight hours. AMO uses data obtained from the Tasking and Operations Management Information System (TOMIS) and external providers to determine current and future flight hour requirements, which then drive organizational requirements ranging from hiring personnel to acquiring aircraft and vessels. TOMIS provides timely and accurate flight hour accountability and tracking for AMO and USBP leadership and external requestors, as well as coordinating and communicating the flight hours between the regional leadership and headquarters leadership.

The below table reflects actual hours flown in coordination with AMO's law enforcement partners by fiscal year. In FY 2022, it is anticipated that AMO will continue this support at approximately the same levels as the past three fiscal years.

Flight Hours Flown in Coordination with AMO's Law Enforcement Partners

	U.S. Border Patrol	Air & Marine Operations	State and Local	Immigration and Customs Enforcement	All Other Federal	Total
FY 2018	45,384	26,895	1,838	7,755	13,929	95,801
FY 2019	46,406	26,247	1,442	5,870	12,881	92,846
FY 2020	46,537	29,416	1,727	4,538	12,060	94,278

The following table provides flight hours by region for FY 2020:

FY 2020 Flight Hours by Region	Enforcement	Maintenance	Non-Enforcement	Training	Total
Training, Safety, and Standards (National Air Training Center (NATC) –Oklahoma City)	14	107	43	2,581	2,745
National Air Security Operations (NASO)	16,010	420	262	2,167	18,858
Northern Region	9,324	329	981	1,554	12,191
Southeast Region	10,000	473	1,132	3,275	14,880
Southwest Region	40,099	1,025	1,365	3,116	45,604
Total	75,447	2,354	3,783	12,693	94,278

FY 2022 Funding Profile

Activity	FY22 PB Assets & Support
Light Enforcement Helicopter	\$58,393
Aircraft in Sustainment	\$14,446
Multi-Role Enforcement Aircraft	\$26,998
Medium Lift Helicopter	\$30,769
DHC-8 Program	\$24,697
P-3 Program	\$104,726

Air and Marine Operations – PPA II**Assets and Support – PPA III**

Unmanned Aircraft Systems (UAS) Program	\$60,396
Tethered Aerostat Radar Systems (TARS)	\$41,171
Minotaur	\$4,600
Long Range Radar	\$37,875
Air Branch Operations	\$27,819
Marine and Riverine Operations	\$27,341
Headquarters Programs	\$31,202
Minor IT Systems	\$13,944
Facilities	\$60,509
Grand Total	\$564,886

Light Enforcement Helicopter: The LEH is a multi-mission helicopter used for aerial surveillance, tactical support, patrol of high-risk areas, and transport and insertion of agents responding to illegal border incursions and serving search and arrest warrants. It is crewed by an Air Interdiction Agent and an Air Enforcement Agent who operates a sophisticated day and nighttime camera system. The LEH combines sensor capability, including EO/IR sensors, cameras, and video downlinks with an airframe capable of operating in rugged terrain, hot temperature, and high-density altitude while transporting one or more passengers. Images captured from the aircraft's sensor system can be networked to other operators or fused to an intelligence center to monitor the U.S. border and directly support Federal, State, and local public safety officials.

Aircraft in Sustainment: The Aircraft in Sustainment activity is a grouping of all of the AMO aircraft platforms not currently residing in another program. These aircraft are all in the sustainment phase. The aircraft within this program change as older platforms are retired and standardized onto newer platforms. They include the following aircraft: B-200's, C-12, PC-12s, and S-76's. It includes the following costs for these aircraft: Fuel, maintenance labor (both direct AND indirect), and maintenance materials.

Multi-Role Enforcement Aircraft: The MEA is a multi-purpose, fixed wing, multi-engine aircraft used for maritime and land detection, surveillance missions, and transportation of cargo and people. The MEA utilizes EO/IR sensors, basic and advanced law enforcement technical collection packages, and Ku-band and Iridium downlink system capabilities that allow for communication by voice and sensor data anywhere in its operating area in near real time. The MEA is also equipped with the Minotaur Mission Management System, which links sensors, cameras, radar, and communications equipment into a single, more automated system, allowing operators to more efficiently identify and track any suspicious or illegal activity in the maritime, air, and land environments.

Medium Lift Helicopter: The UH-60 MLH is a turbo-shaft twin engine helicopter designed to carry a crew of four, and a fully equipped team of 11 agents. It is capable of transporting cargo and external loads up to 9,000 pounds. The MLH is equipped with EO/IR sensors and can be fitted with stub wings to carry additional fuel tanks, weapons, supplies or equipment; these technologies provide the MLH flexibility to support diverse missions.

DHC-8 Program: The DHC-8 is a strategically important air asset that serves as a force multiplier capable of providing persistent surveillance patrols across a broad range of operational spectrums, including coastal /maritime boundaries in the U.S., Caribbean, and Latin American. The DHC-8's C3ISR surveillance data provides Surveillance, Detection, Classification, Identification, and Prosecution (SDCIP) intelligence to DHS, DoD, and other interagency partners.

P-3 Program: The P-3 Maritime Patrol Aircraft (MPA) fleet provides DHS with a flexible and robust aviation capability that supports a variety of mission sets from border security to emergency management, leveraging comprehensive communications and domain awareness systems in one rapidly deployable package. The P-3 fleet is the single largest provider of all-weather, long-range, high endurance maritime and surface surveillance along the U.S. border and in source/transit zones (Central and South America). P-3 aircraft are an integral part of the Joint Interagency Task Force – South (JIATF-South) counter-narcotic missions due in part to being outfitted with critical detection and interdiction capability in the Air-to-Air and Air-to-Surface search radars, and day/night infrared cameras used to track airborne and surface threats.

UAS Program: AMO operates the highly capable and proven MQ-9 and its Guardian Maritime Variant (UAS with a SeaVue sea search radar system) to enhance operational capabilities and increase maritime domain awareness. The MQ-9 provides a long-duration, long-range strategic and tactical surveillance and intelligence gathering capability, supporting a broad range of mission scenarios along and across terrestrial and maritime environments on the borders of the United States. The system employs a variety of sensors, such as the Vehicle and Dismount Exploitation Radar (VADER), which provides accurate, real time dismounted ground moving target data and radar imagery supporting BPAs on the ground while simultaneously recording strategic intelligence data. The UAS currently augments crewed air and ground interdiction agents deployed on the Southern and Northern Borders and complements crewed air and maritime assets and ground interdiction agents on the Northern Border and in the Southeast Border Region. Expeditionary deployments outside these areas are also part of UAS support. These efforts support other law enforcement (LE) missions, to include LE operations outside of the United States. In addition, the UAS supports other government agencies, such as the Federal Emergency Management Agency, the Department of Energy, the FBI, the Intelligence Community and local law enforcement agencies when requested.

Tethered Aerostat Radar System (TARS): TARS is an aerostat-borne surveillance system that provides radar detection and monitoring of low-flying aircraft and maritime/ground traffic along the U.S.-Mexico border, Florida Straits, and southwestern approaches to Puerto Rico. The AMOC distributes TARS information to multiple U.S. and international agencies to improve overall effectiveness and efficiency through coordinated operations. In addition to air surveillance, TARS provide land domain awareness using the camera system in support of the USBP.

Minotaur: Minotaur Mission Management System (MMS) enables integration and geo-synchronization of multiple aircraft sensors, mission data bases, and intelligence-gathering devices, and provides integrated operating picture views to a broad array of operational actors. On aircraft and vessels, it provides exploitation of sensor data and performs data fusion and correlation to sort, track, and gather intelligence on targets of interest in support of interdiction operations, and data replay from multiple sources.

Long Range Radar: This is a fixed funding passthrough to the Federal Aviation Administration (FAA) to sustain continued operational support for the FAA Long Range Radar system, which allows CBP/AMO and DOD to effectively detect, monitor, track, and intercept suspect aircraft in U.S. airspace

Air Branch Operations: This activity includes funding for Branch and Unit funding to include National Air Training Center (NATC) and other law enforcement training, travel, branch utilities and vehicle fuel and maintenance. CBP anticipates having a fleet of approximately 1,100 AMO vehicles throughout FY 2022 CBP plans to retire no more than 300 vehicles and acquire no more than 300 vehicles.

Marine and Riverine Operations: This activity includes all marine and riverine operations to include vessel fuel, maintenance, material support, travel, training, National Marine Training Center (NMTC) and National Marine Center (NMC) operations.

Headquarters Programs: These programs include support contracts for the national maintenance programs, and HQ and Regional overhead and travel, as well as the support contracts. AMO programs that are supported include: Training, Safety, and Standards (TSS) for AMO; HQ support contract services; headquarters air and marine operations; and operational travel and training.

Minor IT Systems:

- *Computerized Aircraft Reporting and Materiel Control (CARMAC):* The CARMAC system supports AMO's logistics and maintenance efforts. The CARMAC system provides aircraft maintenance support and logistics services for 234 aircraft, dispersed among approximately 40 locations. The system automates maintenance and logistics activities in the following areas: maintenance tracking and inventory control, funds distribution, tracking non-expendable property, and purchasing and accounts payable.
- *Cellular Over the Horizon Enforcement Network (COTHEN):* COTHEN provides communications support for AMO, USCG, the U.S. Army Corp of Engineers, the U.S. Army National Guard, and other Federal agencies. COTHEN assets are installed on most AMO fixed wing aircraft and marine platforms, as well as deployed at Air and Marine Operation Centers, National Air Security Operations Centers, Air Branches and Air Units in the contiguous states, Puerto Rico and the U.S. Embassy in Mexico.

OIT provides support for scheduled and unscheduled maintenance and support, system upgrades, and High Frequency (HF) radio and voice privacy equipment depot level repairs for AMO aircraft, marine vessels, and remote communication consoles (RCC).

- *Tasking and Operations Management Information System (TOMIS):* TOMIS improves the accuracy of operational information through the creation of a standardized method of entry for all of AMO's operational and management data processing functions. It serves as a unified data processing environment for AMO. TOMIS captures and processes unique functionality for aviation and maritime operations. This investment supports DHS's Securing, Incident Management, Domain Awareness and LE Functional Portfolios.

- *Operational Secure Training and Advanced Reporting Portal (OpSTAR)*: OpSTAR is AMO's portal for all documents related to aviation and maritime training, safety and standards. This new web-based portal enables branch training officers from across the country to enter professional training of agents, as well as licensure, for all aviation and maritime operations into one database. This gives AMO headquarters the ability to effectively utilize the appropriately trained agents to respond to critical missions. This investment supports DHS's Securing, Incident Management, Domain Awareness and Law Enforcement Functional Portfolios.

Facilities: AMO's facilities portfolio is 2.2 million square feet, and consists of 12 Air Branches, 18 Air Units, 30 Marine Units, two Training Centers, five National Air Security Operations Centers, three Domain Awareness Centers, and one Joint Interagency Task Force. It includes operational support space, hangars, canopies, fuel tanks, warehouses, antennas, and docks.

Assets and Support – PPA Level III
Summary of Budget Changes
(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	-	-	\$533,768
FY 2021 Enacted	-	-	\$565,554
FY 2022 Base Budget	-	-	\$565,554
Total Technical Changes	-	-	-
Total Transfers	-	-	-
FPS Fee Adjustment	-	-	\$108
Adjustments for Rent-Related Expenses	-	-	(\$423)
Non-Recur Medium Lift Helicopter	-	-	(\$258)
Non-Recur P-3 Aircraft Technology Refresh	-	-	(\$20)
Non-Recur Tethered Aerostat Radar System	-	-	(\$75)
Total Pricing Changes	-	-	(\$668)
Total Adjustments-to-Base	-	-	(\$668)
FY 2022 Current Services	-	-	\$564,886
Total Program Changes	-	-	-
FY 2022 Request	-	-	\$564,886
FY 2021 TO FY 2022 Change	-	-	(\$668)

Assets and Support – PPA Level III

Non Pay Budget Exhibits

Non Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Assets and Support	\$533,768	\$565,554	\$564,886	(\$668)
Total	\$533,768	\$565,554	\$564,886	(\$668)
Subtotal Discretionary - Appropriation	\$533,768	\$565,554	\$564,886	(\$668)

Non Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$19,712	\$5,565	\$5,565	-
22.0 Transportation of Things	\$761	\$2,073	\$2,073	-
23.1 Rental Payments to GSA	\$8,210	\$2,452	\$2,029	(\$423)
23.2 Rental Payments to Others	\$8,250	\$12,833	\$12,833	-
23.3 Communications, Utilities, & Miscellaneous	\$8,120	\$7,719	\$7,719	-
25.1 Advisory & Assistance Services	-	\$329,079	\$329,079	-
25.2 Other Services from Non-Federal Sources	\$81,657	\$25,075	\$24,722	(\$353)
25.3 Other Purchases of goods and services	\$47,572	\$32,429	\$32,429	-
25.4 Operations & Maintenance of Facilities	\$21,574	\$34,948	\$35,056	\$108
25.6 Medical Care	\$66	-	-	-
25.7 Operation & Maintenance of Equipment	\$226,393	\$113,381	\$113,381	-
26.0 Supplies & Materials	\$94,550	-	-	-
31.0 Equipment	\$16,903	-	-	-
Total - Non Pay Budget Object Class	\$533,768	\$565,554	\$564,886	(\$668)

Non Pay Cost Drivers

Non Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President' Budget	FY 2021 to FY 2022 Total Changes
National Maintenance Contract	\$134,819	\$135,456	\$135,219	(\$237)
P-3 Maintenance Program	\$90,455	\$77,861	\$77,841	(\$20)
UAS Program	\$56,832	\$56,784	\$56,784	-
AMO Facilities	\$48,622	\$60,824	\$60,509	(\$315)
TARS Program	\$41,246	\$41,246	\$41,171	(\$75)
Long Range Radar	\$36,826	\$36,875	\$37,875	-
Aircraft/Vessel Fuel	\$33,000	\$36,000	\$35,979	(\$21)
Other	\$91,968	\$119,508	\$119,508	-
Total - Non Pay Cost Drivers	\$533,768	\$565,554	\$564,886	(\$668)

Explanation of Non Pay Cost Drivers

National Maintenance Contract: This cost driver encompasses aircraft maintenance and logistics support at AMO field sites necessary to ensure that CBP has the numbers, types, and properly configured aircraft available where and when required to meet CBP's aviation operational requirements. Decrease reflected in FY 2022 is a result of the Non-Recur of the Medium Lift Helicopter pricing change.

P-3 Maintenance Program: This cost driver includes P-3 aircraft maintenance and repairs. FY 2022 changes reflect a decrease for the non-recurring P-3 Aircraft Technology Refresh enhancement.

UAS Program: This cost driver includes O&M costs associated with UAS, including contracted maintenance/upgrades (labor and materials), contract support personnel, satellite services and travel. There is no change in this cost driver from FY 2021 to FY 2022.

AMO Facilities: This non-pay cost driver reflects an overall decrease in costs for the following areas:

Sustainment: Costs are driven by the execution of maintenance, repair and building operations contracts, and emergent repairs and system replacements. There are no significant changes in FY 2022.

Rent and Rent-Related Expenses: Costs are driven by CBP's obligations at leased facilities, including base rent, which provides standard building services, along with FPS and above-standard services, including utilities and security, for 24/7 operations. FY 2022 changes reflect a decrease due to revised estimates based on inflation and other cost adjustments, and the FPS fee adjustment pricing change.

Utilities: Costs include electrical, water, and gas utilities at CBP-owned facilities. There are no significant changes from year to year due to the relative stability of the portfolio size and negotiated utilities costs.

Minor Alterations and Improvements: Costs are driven by the need to upgrade and out-fit space to meet CBP security and mission requirements when renewing a lease, relocating to a new leased facility, or reconfiguring and modernizing space to meet mission requirements. There are no significant changes in FY 2022.

Environmental: Costs include environmental compliance and remediation activities. There are no significant changes in FY 2022.

Infrastructure Equipment: Acquisition of turn-key infrastructure for modernization and construction projects. Turn-key infrastructure includes furniture, fixtures, equipment, OIT, and relocation expenses that are required for AMO's specific mission. All acquisitions are below the personal and real property threshold of \$250,000 and \$2 million respectively. The modernization, construction and improvements are funded through the PC&I appropriation. There are no significant changes in FY 2022.

TARS Program: This cost driver includes O&M costs associated with TARS, including contracted maintenance (labor and materials), contract support, helium, fuel, and travel. Changes in FY 2022 are a result of the pricing change decrease for the TARS Program.

Long Range Radar: This cost driver is a fixed funding passthrough to the FAA and includes the continued operational support for the FAA Long Range Radar system, which allows CBP/AMO and DOD to effectively detect, monitor, track, and intercept suspect aircraft in U.S. airspace. There is no change in this cost driver from FY 2021 to FY 2022.

Aircraft/Vessel Fuel: This cost driver includes aircraft and vessel fuel. Fuel is purchased through DoD, interagency agreements, government contracts, and commercial entities. Decrease reflected in FY 2022 is a result of the Non-recur of the Medium Lift Helicopter pricing change.

Other: Other non-pay costs include the O&M costs associated with VADER, Minotaur, Logistics and Maintenance, National Aviation Training Center, National Marine Training Center, Air & Marine Headquarters/Region/Field operations, and acquisitions. These costs include maintenance and service contracts; travel; utilities; and transfers to OIT for the Task Order Management and Information System, Customs Over the Horizon Network, and Land Mobile Radio circuits. There is no change in this cost driver from FY 2021 to FY 2022.

*Air and Marine Operations Center – PPA Level III***Budget Comparison and Adjustments****Comparison of Budget Authority and Request***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Air and Marine Operations Center	163	163	\$36,650	119	119	\$40,789	119	119	\$38,820	-	-	(\$1,969)
Total	163	163	\$36,650	119	119	\$40,789	119	119	\$38,820	-	-	(\$1,969)
Subtotal Discretionary - Appropriation	163	163	\$36,650	119	119	\$40,789	119	119	\$38,820	-	-	(\$1,969)

PPA Level III Description

AMOC is a key element in CBP's counter-network strategy, responsible for assessing and countering terrorism, transnational organized crime, and other illegal activities. The AMOC advises, guides, and directs the operational employment of sensor technologies for DHS and CBP, managing the air and maritime domain awareness architecture. It integrates multiple sensor technologies, intelligence, law enforcement databases, open-source information, and an extensive communications network. It monitors the airspace of major security events, and houses and collaborates with the Office of Intelligence via its Processing, Exploitation, and Dissemination cell that collects and analyzes multi-domain intelligence from a variety of sources, including CBP and USCG aircraft.

Air and Marine Operations Center – PPA Level III

Summary of Budget Changes

(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	163	163	\$36,650
FY 2021 Enacted	119	119	\$40,789
FY 2022 Base Budget	119	119	\$40,789
Total Technical Changes	-	-	-
Total Transfers	-	-	-
Civilian Pay Raise Total	-	-	\$472
Annualization of Prior Year Pay Raise	-	-	\$342
FERS Adjustment	-	-	\$285
Civilian Pay Raise Offset	-	-	\$4
Correct CBP Base Pay	-	-	\$115
Delay in Hiring	-	-	(\$365)
Non-Recur Air and Marine Operations Center	-	-	(\$2,822)
Total Pricing Changes	-	-	(\$1,969)
Total Adjustments-to-Base	-	-	(\$1,969)
FY 2022 Current Services	119	119	\$38,820
Total Program Changes	-	-	-
FY 2022 Request	119	119	\$38,820
FY 2021 TO FY 2022 Change	-	-	(\$1,969)

Air and Marine Operations Center – PPA Level III

Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Air and Marine Operations Center	163	163	\$22,090	\$135.52	119	119	\$22,907	\$192.50	119	119	\$23,760	\$199.66	-	-	\$853	\$7.17
Total	163	163	\$22,090	\$135.52	119	119	\$22,907	\$192.50	119	119	\$23,760	\$199.66	-	-	\$853	\$7.17
Subtotal Discretionary - Appropriation	163	163	\$22,090	\$135.52	119	119	\$22,907	\$192.50	119	119	\$23,760	\$199.66	-	-	\$853	\$7.17

Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$13,165	\$13,456	\$13,687	\$231
11.5 Other Personnel Compensation	\$1,434	\$1,827	\$1,891	\$64
12.1 Civilian Personnel Benefits	\$7,491	\$7,624	\$8,182	\$558
Total - Personnel Compensation and Benefits	\$22,090	\$22,907	\$23,760	\$853
Positions and FTE				
Positions - Civilian	163	119	119	-
FTE - Civilian	163	119	119	-

Pay Cost Drivers

Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Non-LEO Personnel	163	\$22,090	\$135.52	119	\$22,907	\$192.50	119	\$23,760	\$199.66	-	\$853	\$7.17
Total – Pay Cost Drivers	163	\$22,090	\$135.52	119	\$22,907	\$192.50	119	\$23,760	\$199.66	-	\$853	\$7.17

Explanation of Pay Cost Driver

Non-LEO Personnel: This cost driver funds the salaries and benefits of non-Law Enforcement Officer personnel. FY 2022 changes reflect increases to the agency's FERS Contribution, annualization of the FY 2021 Pay Raise, the FY 2022 Pay Raise, the Civilian Pay Raise Offset, and the Correct CBP Base Pay. Also included in the FY 2022 changes is a decrease associated with the Delay in Hiring.

Air and Marine Operations Center – PPA Level III

Non Pay Budget Exhibits

Non Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Air and Marine Operations Center	\$14,560	\$17,882	\$15,060	(\$2,822)
Total	\$14,560	\$17,882	\$15,060	(\$2,822)
Subtotal Discretionary - Appropriation	\$14,560	\$17,882	\$15,060	(\$2,822)

Non Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$280	\$300	\$300	-
22.0 Transportation of Things	\$3	-	-	-
23.2 Rental Payments to Others	-	\$191	\$191	-
23.3 Communications, Utilities, & Miscellaneous	\$2,170	-	-	-
25.1 Advisory & Assistance Services	-	\$1,409	\$1,409	-
25.2 Other Services from Non-Federal Sources	\$8,560	\$12,479	\$9,657	(\$2,822)
25.3 Other Purchases of goods and services	\$300	-	-	-
25.7 Operation & Maintenance of Equipment	\$765	\$3,503	\$3,503	-
26.0 Supplies & Materials	\$280	-	-	-
31.0 Equipment	\$2,202	-	-	-
Total - Non Pay Budget Object Class	\$14,560	\$17,882	\$15,060	(\$2,822)

Non Pay Cost Drivers

Non Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
C4I Systems Support Contract	\$8,439	\$4,822	\$2,000	(\$2,822)
Computer Equipment/Software	\$2,482	\$2,681	\$2,681	-
Maintenance & Other Contracts/Services	\$1,220	\$8,182	\$8,182	-
Communications/Utilities	\$1,779	\$1,927	\$1,927	-
Other Costs	\$640	\$270	\$270	-
Total - Non Pay Cost Drivers	\$14,560	\$17,882	\$15,060	(\$2,822)

Explanation of Non Pay Cost Drivers

C4I Systems Support Contract: This cost driver includes the maintenance and support of integrated sensors, data processing, and telecommunications systems. Air and Marine Operations Surveillance System (AMOSS) is the primary system maintained under this contract. Cost variance from year to year is due to contractual terms. Costs in this driver will change in FY 2022 due to the non-recurring AMOC enhancement in FY 2021.

Computer Equipment/Software: This cost driver includes software and licenses, computer equipment, and furniture. Costs in the driver will remain the same from FY 2021 to FY 2022.

Maintenance & Other Contracts/Services: This cost driver includes contracts and maintenance for software licensing and support, communications recorders, fiber optic maintenance, as well as vehicle maintenance and repairs. Cost variance from year to year is due to contractual terms. Costs in this driver will remain the same from FY 2021 to FY 2022.

Communications/Utilities: This cost driver includes communications and utilities such as voice services, LAN and wireless connections, and facility utilities. Costs in this driver will remain the same from FY 2021 to FY 2022.

Other Costs: This cost driver funds other non-pay costs, including costs associated with travel, parts, supplies, and school tuition for dependents. Costs in this driver will remain the same from FY 2021 to FY 2022.

*Office of International Affairs – PPA Level II***Budget Comparison and Adjustments****Comparison of Budget Authority and Request***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Office of International Affairs	165	165	\$42,134	165	165	\$43,099	168	167	\$45,668	3	2	\$2,569
Total	165	165	\$42,134	165	165	\$43,099	168	167	\$45,668	3	2	\$2,569
Subtotal Discretionary - Appropriation	165	165	\$42,134	165	165	\$43,099	168	167	\$45,668	3	2	\$2,569

PPA Level II Description

This PPA provides funding for the Office of International Affairs (INA), and supports CBP's efforts to secure the global supply chain and travel network, and to facilitate the movement of legitimate cargo and passengers. Funding in this PPA is distributed among the following programs:

Program Name <i>(Dollars in Thousands)</i>	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
International Partnerships Programs	\$5,045	\$5,862	\$6,062	\$200
Overseas Program	\$37,089	\$37,237	\$39,606	\$2,369
Total	\$42,134	\$43,099	\$45,668	\$2,569

International Partnership Programs: International Partnership Programs help to develop and expand the focus on building and strengthening bilateral and multilateral relationships to achieve international agreements and joint efforts that both facilitate and secure legitimate trade and travel. Customs Mutual Assistance Agreements (CMAAs) are used to prevent, detect, and investigate customs offenses and crimes, including goods crossing international borders, duty evasion, trafficking, proliferation, money laundering, and terrorism-related activities. The U.S. currently has 80 CMAAs with foreign customs administrations across the world. The use of CMAAs help CBP to continually develop and expand opportunities to build and strengthen international partnerships.

Overseas Program: CBP's Overseas Program helps CBP mitigate international threats including the proliferation of terrorism, transnational organized crime, illegal migration, and economic crime. CBP stations attachés, International Relations Specialists and Mission Support staff at foreign posts and headquarters, to lead the agency's implementation of a multilayered risk based strategy combating these international threats. Office locations in countries and regions of high geopolitical and commercial value to the United States extend the zone of the U.S. border security.

Office of International Affairs – PPA Level II

Summary of Budget Changes

(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	165	165	\$42,134
FY 2021 Enacted	165	165	\$43,099
FY 2022 Base Budget	165	165	\$43,099
Total Technical Changes	-	-	-
Total Transfers	-	-	-
Civilian Pay Raise Total	-	-	\$650
Annualization of Prior Year Pay Raise	-	-	\$305
FERS Adjustment	-	-	\$337
Civilian Pay Raise Offset	-	-	(\$24)
Delay in Hiring	-	-	(\$156)
Overseas Support Costs	-	-	(\$214)
Total Pricing Changes	-	-	\$898
Total Adjustments-to-Base	-	-	\$898
FY 2022 Current Services	165	165	\$43,997
Overseas Personnel	3	2	\$1,671
Total Program Changes	3	2	\$1,671
FY 2022 Request	168	167	\$45,668
FY 2021 TO FY 2022 Change	3	2	\$2,569

Office of International Affairs – PPA Level II

Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Office of International Affairs	165	165	\$29,423	\$178.32	165	165	\$31,796	\$192.70	168	167	\$34,603	\$207.20	3	2	\$2,807	\$14.50
Total	165	165	\$29,423	\$178.32	165	165	\$31,796	\$192.70	168	167	\$34,603	\$207.20	3	2	\$2,807	\$14.50
Subtotal Discretionary - Appropriation	165	165	\$29,423	\$178.32	165	165	\$31,796	\$192.70	168	167	\$34,603	\$207.20	3	2	\$2,807	\$14.50

Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$17,897	\$20,063	\$21,471	\$1,408
11.3 Other than Full-time Permanent	\$50	\$50	\$53	\$3
11.5 Other Personnel Compensation	\$1,023	\$1,023	\$1,080	\$57
12.1 Civilian Personnel Benefits	\$10,453	\$10,660	\$11,999	\$1,339
Total - Personnel Compensation and Benefits	\$29,423	\$31,796	\$34,603	\$2,807
Positions and FTE				
Positions - Civilian	165	165	168	3
FTE - Civilian	165	165	167	2

Pay Cost Drivers

Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Air Interdiction Agent	2	\$463	\$231.28	2	\$500	\$250.00	2	\$544	\$272.00	-	\$44	\$22.00
Border Patrol Agent	13	\$2,998	\$230.61	13	\$3,240	\$249.23	13	\$3,526	\$271.23	-	\$286	\$22.00
CBP Officer	12	\$2,397	\$199.79	12	\$2,591	\$215.92	12	\$2,820	\$235.00	-	\$229	\$19.08
Non-LEO Personnel	138	\$23,565	\$170.76	138	\$25,465	\$184.53	140	\$27,713	\$197.95	2	\$2,248	\$13.42
Total – Pay Cost Drivers	165	\$29,423	\$178.32	165	\$31,796	\$192.70	167	\$34,603	\$207.20	2	\$2,807	\$14.50

Explanation of Pay Cost Drivers

Air Interdiction Agent: This cost driver funds the salaries and benefits of AIAs. FY 2022 changes reflect increases to the agency's FERS Contribution, annualization of the FY 2021 Pay Raise, and the FY 2022 Pay Raise. FTE rates for this cost driver are high in this PPA because individuals are stationed overseas and receive premium pay. Additionally, pay for foreign service nationals in country are funded with pay funds in this PPA.

Border Patrol Agent: This cost driver funds the salaries and benefits of BPAs. FY 2022 changes reflect increases to the agency's FERS Contribution, annualization of the FY 2021 Pay Raise, and the FY 2022 Pay. FTE rates for this cost driver are high in this PPA because individuals are stationed overseas and receive premium pay. Additionally, pay for foreign service nationals in country are funded with pay funds in this PPA.

CBP Officer: This cost driver funds the salaries and benefits of CBPOs. FY 2022 changes reflect increases to the agency's FERS Contribution, annualization of the FY 2021 Pay Raise, and the FY 2022 Pay Raise. FTE rates for this cost driver are high in this PPA because individuals are stationed overseas and receive premium pay. Additionally, pay for foreign service nationals in country are funded with pay funds in this PPA.

Non-LEO Personnel: This cost driver funds the salaries and benefits of non-Law Enforcement Officer personnel. FY 2022 changes reflect increases to the agency's FERS Contribution, annualization of the FY 2021 Pay Raise, the FY 2022 Pay Raise, and the Overseas Personnel program enhancement.

Office of International Affairs – PPA Level II

Non Pay Budget Exhibits

Non Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Office of International Affairs	\$12,711	\$11,303	\$11,065	(\$238)
Total	\$12,711	\$11,303	\$11,065	(\$238)
Subtotal Discretionary - Appropriation	\$12,711	\$11,303	\$11,065	(\$238)

Non Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$1,036	\$852	\$1,012	\$160
22.0 Transportation of Things	-	-	\$200	\$200
23.1 Rental Payments to GSA	\$1,875	-	-	-
23.2 Rental Payments to Others	\$451	\$1,182	\$1,182	-
23.3 Communications, Utilities, & Miscellaneous	\$520	-	-	-
25.1 Advisory & Assistance Services	-	\$378	\$378	-
25.2 Other Services from Non-Federal Sources	\$8,435	\$8,891	\$8,293	(\$598)
26.0 Supplies & Materials	\$162	-	-	-
31.0 Equipment	\$232	-	-	-
Total - Non Pay Budget Object Class	\$12,711	\$11,303	\$11,065	(\$238)

Non Pay Cost Drivers

Non Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
Overseas Operating Budget	\$4,388	\$4,388	\$4,488	\$100
Department of State Overarching Costs	\$4,789	\$4,489	\$4,489	-
Travel	\$1,055	\$800	\$800	-
Relocations	\$983	\$750	\$750	-
Other Costs	\$1,496	\$876	\$538	(\$338)
Total - Non Pay Cost Drivers	\$12,711	\$11,303	\$11,065	(\$238)

Explanation of Non Pay Cost Drivers

Overseas Operating Budget: This cost driver includes funding for utilities, leased housing, furniture pool buy-in, cell phones, vehicles, vehicle insurance, vehicle maintenance, fuel, office supplies, and copier leases. The increase in this cost driver in FY 2022 is due to the overseas personnel program change.

Department of State Overarching Costs: This cost driver includes International Cooperative Administrative Support Services (ICASS), Capital Security Cost Sharing (CSCS), and Diplomatic Telecommunications Service Program Office (DTSPPO). No change is expected in FY 2022.

Travel: This cost driver includes travel for INA HQ, overseas offices, pre-deployment travel, and travel for OIT; to satisfy the State Department requirement for mandatory Foreign Affairs Counter Threat (FACT) training; and for CBP attachés who advance U.S. national and border security interests, including providing support to preclearance, assisting with enforcement activities for Trade Facilitation and Trade Enforcement Act (TFTEA) and building alliances to combat foreign fighters. No change is expected from FY 2021 to FY 2022.

Relocations: This cost driver includes funding for relocation of attachés to and from overseas locations. Costs vary based on the number of attachés and anticipated relocations. No change is expected from FY 2021 to FY 2022.

Other Costs: This cost driver includes funding for cell phones, supplies, employee training, services, and copier leases. Changes in this cost driver from FY 2021 to FY 2022 are the result of the Overseas Support Costs pricing decrease.

*Office of Intelligence – PPA Level II***Budget Comparison and Adjustments****Comparison of Budget Authority and Request***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Office of Intelligence	270	267	\$61,685	270	270	\$62,447	281	281	\$66,937	11	11	\$4,490
Total	270	267	\$61,685	270	270	\$62,447	281	281	\$66,937	11	11	\$4,490
Subtotal Discretionary - Appropriation	270	267	\$61,685	270	270	\$62,447	281	281	\$66,937	11	11	\$4,490

PPA Level II Description

The Office of Intelligence (OI) provides CBP frontline operators and decision-makers with current, relevant situational awareness and facilitates operational responses for all crimes, threats, and hazards throughout the various CBP areas of responsibility. OI includes Field Intelligence Groups (FIG) in Miami, San Juan, Rio Grande Valley, Corpus Christi, Laredo, San Antonio, El Paso, Tucson, San Diego, Pacific Northwest, Detroit and New York. It also includes the 24x7 National Intelligence Watch, and OI personnel at the El Paso Intelligence Center. Funding for this PPA is distributed as follows:

Office <i>(Dollars in Thousands)</i>	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
Strategic Intelligence and Analysis Division	\$5,163	\$5,259	\$5,399	\$140
Analytic Standards and Programs Division	\$2,548	\$2,708	\$2,855	\$147
Collection Division	\$24,798	\$25,298	\$25,298	-
Field Intelligence Division	\$7,120	\$7,380	\$9,060	\$1,680
Current and Emerging Threat Intelligence Division	\$2,087	\$2,398	\$3,582	\$1,184
Operational Field Testing Division	\$1,813	\$3,225	\$4,083	\$858
Confidential Human Source Division	\$2,700	\$1,723	\$1,723	-
Business Support (Assistant Commissioner's Office, Training, Security, RMD, Policy)	\$6,020	\$6,020	\$6,101	\$81
Weapons of Mass Destruction Division	\$1,200	-	-	-

Integrated Operations – PPA**Office of Intelligence – PPA II**

Counterintelligence Division	\$1,126	\$1,326	\$1,726	\$400
Analytical Framework for Intelligence Division	\$3,386	\$3,386	\$3,386	-
National Border Geospatial Intelligence Strategy	\$3,724	\$3,724	\$3,724	-
Total	\$61,685	\$62,447	\$66,937	\$4,490

Strategic Intelligence and Analysis Division: The Strategic Intelligence and Analysis Division (SIAD) leverages CBP's unique authorities, capabilities, data, access, and partnerships to deliver comprehensive and analytically sound intelligence products to U.S and international government officials positioned to make strategic policy, operational, and resource decisions on border issues.

Analytic Standards and Programs Division: The Analytic Standards and Programs Division (ASPD) promotes analytic programs (analytic evaluation, data exploitation, illicit finance, and administrative and programmatic sustainment) and production management (tradecraft standards and mentoring, program of analysis, production plan development and tracking, editing and formatting, and dissemination) to ensure OI products are of the highest quality, and OI professionals remain well versed in tradecraft best practices, cutting-edge analytic techniques and tools, and customer focused production planning.

Collection Division: The Collection Division facilitate, manage, and conduct intelligence planning, collection management, and the processing, exploitation, and dissemination process – using CBP, DHS, and IC assets and resources – in support of the CBP Intelligence Enterprise and the greater Intelligence Community.

Field Intelligence Division: The HQ Field Intelligence Division (FID) serves as the key conduit to provide intelligence capabilities to CBP's components in the field and the organizations that partner with them enabling them to conduct effective law enforcement operations. HQ FID provides programmatic oversight of the Field Intelligence Groups (FIG) and Field Intelligence Elements (FIE) and serves as the central point of access for the bi-directional coordination of intelligence between HQ OI, HQ component offices, and FIGs/FIEs.

Current and Emerging Threat Division: The Current and Emerging Threat Division (CETD) provides critical and relevant intelligence on current and emerging threats to support CBP's strategic and tactical mission through daily intelligence briefs, tailored threat briefs, and intelligence products. CETD includes the National Intelligence Watch and Tactical Intelligence Cell (TIC). The National Intelligence Watch maintains awareness of national and international emerging issues that have potential impact on CBP operations and interests and facilitates intelligence collaboration and dissemination of intelligence to field components and intelligence community members.

Operational Field Testing Division: The Operational Field Testing Division (OFTD) provides training operations in support of the USBP, OFO, Domestic Nuclear Detection Office and Inspector General.

Confidential Human Source Division: The Confidential Human Source Division (CHS) serves as the CBP National CHS Program Manager. CHS is responsible for the proper management, oversight, auditing, and operational approval of CBP’s Human Intelligence collection to enhance CBP’s ability to counter terrorism and transnational crime.

Business Support (Assistant Commissioner’s Office, Policy, Resource Management, Security and Training): Business Support provides policy formulation, planning, programming, budgeting, human resource management, security services and tailored intelligence training to ensure the effective execution of Office of Intelligence programs and priorities, and, in accord with the Commissioner’s priority directive, supports the CBP Intelligence Enterprise (IE).

Weapons of Mass Destruction Division: The Weapons of Mass Destruction Division (WMD) develops, coordinates and implements intelligence-driven operational responses to risks posed by Chemical, Biological, Radiological, Nuclear and Explosive (CBRNE) threats and hazards at and between the POEs. Due to complimentary mission sets WMD was realigned under the Operational Field Testing Division (OFTD).

Counterintelligence Division: The Counterintelligence Division (CI) develops and implements capabilities to detect and mitigate efforts of adversary intelligence from compromising CBP’s personnel, sensitive information, systems, operations, and programs.

Analytical Framework for Intelligence: The Analytical Framework for Intelligence (AFI) system provides capabilities for gathering, analysis, information sharing, and reporting of critical intelligence information within DHS and other law enforcement partners.

National Border Geospatial Intelligence Strategy: National Border Geospatial Intelligence Strategy (NGBIS) program uses unclassified and national technical means (NTM) to provide the CBP operational offices with intelligence support to monitor the U.S. southern and northern borders. More specifically, NGBIS leverages Geospatial Intelligence (GEOINT) efforts to coalesce, identify, and validate low risk or low activity areas on the U.S. Border, with a high degree of confidence in order to “shrink” the border, enhance situational awareness and to enable CBP operational entities to focus the organization’s capabilities against other prioritized threats. NGBIS uses national GEOINT capabilities to provide situational awareness of low-risk/low-activity areas of the border.

Office of Intelligence – PPA Level II
Summary of Budget Changes
(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	270	267	\$61,685
FY 2021 Enacted	270	270	\$62,447
FY 2022 Base Budget	270	270	\$62,447
Total Technical Changes	-	-	-
Realignment of Joint Task Force – West (JTF-W)	11	11	\$2,543
Total Transfers	11	11	\$2,543
Civilian Pay Raise Total	-	-	\$882
Annualization of Prior Year Pay Raise	-	-	\$558
FERS Adjustment	-	-	\$544
Civilian Pay Raise Offset	-	-	\$106
Correct CBP Base Pay	-	-	\$248
Delay in Hiring	-	-	(\$367)
Non-Recur Acquisition Inflation	-	-	(\$24)
Total Pricing Changes	-	-	\$1,947
Total Adjustments-to-Base	11	11	\$4,490
FY 2022 Current Services	281	281	\$66,937
Total Program Changes	-	-	-
FY 2022 Request	281	281	\$66,937
FY 2021 TO FY 2022 Change	11	11	\$4,490

Office of Intelligence – PPA Level II Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Office of Intelligence	270	267	\$45,446	\$170.21	270	270	\$43,009	\$159.29	281	281	\$46,926	\$167.00	11	11	\$3,917	\$7.70
Total	270	267	\$45,446	\$170.21	270	270	\$43,009	\$159.29	281	281	\$46,926	\$167.00	11	11	\$3,917	\$7.70
Subtotal Discretionary - Appropriation	270	267	\$45,446	\$170.21	270	270	\$43,009	\$159.29	281	281	\$46,926	\$167.00	11	11	\$3,917	\$7.70

Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$30,470	\$33,966	\$37,014	\$3,048
11.3 Other than Full-time Permanent	\$83	-	-	-
11.5 Other Personnel Compensation	\$1,050	\$586	\$607	\$21
12.1 Civilian Personnel Benefits	\$13,843	\$8,457	\$9,305	\$848
Total - Personnel Compensation and Benefits	\$45,446	\$43,009	\$46,926	\$3,917
Positions and FTE				
Positions - Civilian	270	270	281	11
FTE - Civilian	267	270	281	11

Pay Cost Drivers

Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Border Patrol Agent	11	\$2,528	\$229.79	11	\$2,392	\$217.45	11	\$2,562	\$232.91	-	\$170	\$15.45
Non-LEO Personnel	259	\$42,919	\$165.71	259	\$40,617	\$156.82	270	\$44,364	\$164.31	11	\$3,747	\$7.49
Total – Pay Cost Drivers	270	\$45,446	\$170.21	270	\$43,009	\$159.29	281	\$46,926	\$167.00	11	\$3,917	\$7.70

Explanation of Pay Cost Drivers

Border Patrol Agent: This cost driver funds the salaries and benefits of BPAs. FY 2022 changes reflect increases to the agency's FERS Contribution, annualization of the FY 2021 Pay Raise, the FY 2022 Pay Raise, the Civilian Pay Raise Offset, and the Correct CBP Base Pay.

Non-LEO Personnel: FY 2022 changes reflect increases to the agency's FERS Contribution, annualization of the FY 2021 Pay Raise, the FY 2022 Pay Raise, the Civilian Pay Raise Offset, and the Correct CBP Base Pay. Also included in the FY 2022 changes is a decrease associated with the Delay in Hiring.

Office of Intelligence – PPA Level II

Non Pay Budget Exhibits

Non Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Office of Intelligence	\$16,239	\$19,438	\$20,011	\$573
Total	\$16,239	\$19,438	\$20,011	\$573
Subtotal Discretionary - Appropriation	\$16,239	\$19,438	\$20,011	\$573

Non Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$1,332	\$1,039	\$1,039	-
22.0 Transportation of Things	\$200	\$2	\$2	-
23.1 Rental Payments to GSA	\$73	-	-	-
23.2 Rental Payments to Others	\$60	-	-	-
23.3 Communications, Utilities, & Miscellaneous	\$154	-	-	-
24.0 Printing and Reproduction	\$3	\$3	\$3	-
25.1 Advisory & Assistance Services	-	\$6,742	\$6,742	-
25.2 Other Services from Non-Federal Sources	\$6,073	\$6,830	\$7,403	\$573
25.3 Other Purchases of goods and services	\$1,981	\$1,531	\$1,531	-
25.7 Operation & Maintenance of Equipment	\$3,081	\$3,291	\$3,291	-
26.0 Supplies & Materials	\$557	-	-	-
31.0 Equipment	\$2,725	-	-	-
Total - Non Pay Budget Object Class	\$16,239	\$19,438	\$20,011	\$573

Non Pay Cost Drivers

Non Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
OI AFI O&M Contracts	\$9,029	\$7,110	\$7,110	-
OI Contracts	\$3,204	\$6,030	\$5,500	(\$530)
OI Equipment	\$2,725	\$2,700	\$5,690	\$2,990
OI Travel	\$1,281	\$150	\$335	\$185
Other Costs	-	\$3,448	\$1,376	(\$2,072)
Total - Non Pay Cost Drivers	\$16,239	\$19,438	\$20,011	\$573

Explanation of Non Pay Cost Drivers

OI AFI O&M Contracts: This cost driver includes General Services Administration (GSA) interagency agreements and other procurements for the development/sustainment of the AFI to improve access to CBP and DHS databases, and the deployment of the Homeland Secure Data Network. CBP expects no change in costs from FY 2021 to FY 2022.

OI Contracts: This cost driver includes IAAs with GSA, U.S. Army Space and Missile Defense Command / Army Forces Strategic Command (ARSTRAT). These IAAs provide contractor support including the ability to provide imagery processing, exploitation, and dissemination support, optimize intelligence data and enhance situational awareness of the international border environment and other required intelligence support. CBP expects slight decrease in costs from FY 2021 to FY 2022.

OI Equipment: This cost driver includes technical purchases, refreshes and sustainment across OI. Changes in this cost driver from FY 2021 to FY 2022 are the result of the Realignment of the Joint Task Force-West and an internal realignment of non-pay base funds.

OI Travel: This cost driver includes travel expenses for OI personnel, including travel for training, and temporary duty assignments that aid CBP's efforts in increasing participation in the larger Intelligence Community. Changes in this cost driver from FY 2021 to FY 2022 are the result of the Realignment of the Joint Task Force-West.

Other Costs: Other non-pay costs in this PPA include staff training, office supplies and other expenses in support of OI. Changes in this cost driver from FY 2021 to FY 2022 are the result of an internal realignment of non-pay base funds.

*Office of Training and Development – PPA Level II***Budget Comparison and Adjustments****Comparison of Budget Authority and Request***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Office of Training and Development	-	-	\$6,886	10	10	\$9,210	16	16	\$12,523	6	6	\$3,313
Total	-	-	\$6,886	10	10	\$9,210	16	16	\$12,523	6	6	\$3,313
Subtotal Discretionary - Appropriation	-	-	\$6,886	10	10	\$9,210	16	16	\$12,523	6	6	\$3,313

PPA Level II Description

This PPA funds the costs of delivering basic training to Air and Marine Interdiction Agents, and basic/advanced training for employees assigned to intelligence functions within CBP. Resources in this PPA support the delivery of over 44 sessions of 14 separate courses, via the AMO Academy, designed to promote integrated and transformative intelligence training to fulfill CBP's goals of advancing National Security, Public Safety, and Comprehensive Border Security and Management.

Office of Training and Development – PPA Level II

Summary of Budget Changes

(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	-	-	\$6,886
FY 2021 Enacted	10	10	\$9,210
FY 2022 Base Budget	10	10	\$9,210
Total Technical Changes	-	-	-
Realignment of Trainers	6	6	\$1,353
Total Transfers	6	6	\$1,353
Civilian Pay Raise Total	-	-	\$23
Annualization of Prior Year Pay Raise	-	-	\$17
Civilian Pay Raise Offset	-	-	\$3
Delay in Hiring	-	-	(\$14)
Non-Recur AMO Training	-	-	(\$469)
Total Pricing Changes	-	-	(\$440)
Total Adjustments-to-Base	6	6	\$913
FY 2022 Current Services	16	16	\$10,123
Training	-	-	\$2,400
Total Program Changes	-	-	\$2,400
FY 2022 Request	16	16	\$12,523
FY 2021 TO FY 2022 Change	6	6	\$3,313

Office of Training and Development – PPA Level II

Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Office of Training and Development	-	-	-	-	10	10	\$1,131	\$113.10	16	16	\$2,457	\$153.56	6	6	\$1,326	\$40.46
Total	-	-	-	-	10	10	\$1,131	\$113.10	16	16	\$2,457	\$153.56	6	6	\$1,326	\$40.46
Subtotal Discretionary - Appropriation	-	-	-	-	10	10	\$1,131	\$113.10	16	16	\$2,457	\$153.56	6	6	\$1,326	\$40.46

Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	-	\$576	\$1,254	\$678
11.5 Other Personnel Compensation	-	-	\$167	\$167
12.1 Civilian Personnel Benefits	-	\$555	\$1,036	\$481
Total - Personnel Compensation and Benefits	-	\$1,131	\$2,457	\$1,326
Positions and FTE				
Positions - Civilian	-	10	16	6
FTE - Civilian	-	10	16	6

Pay Cost Drivers

Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Non-LEO Personnel	-	-	-	10	\$1,131	\$113.10	16	\$2,457	\$153.56	6	\$1,326	\$40.46
Total – Pay Cost Drivers	-	-	-	10	\$1,131	\$113.10	16	\$2,457	\$153.56	6	\$1,326	\$40.46

Explanation of Pay Cost Driver

Non-LEO Personnel: This cost driver funds the salaries and benefits of Integrated Operations, Office of Training and Development. FY 2022 changes reflect the realignment of Trainers, the Annualization of the FY 2021 Pay Raise, the FY 2022 Pay Raise, and the Civilian Pay Raise Offset. Also included in the FY 2022 changes is a decrease associated with Delay in Hiring.

Office of Training and Development – PPA Level II

Non Pay Budget Exhibits

Non Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Office of Training and Development	\$6,886	\$8,079	\$10,066	\$1,987
Total	\$6,886	\$8,079	\$10,066	\$1,987
Subtotal Discretionary - Appropriation	\$6,886	\$8,079	\$10,066	\$1,987

Non Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$1,661	\$2,926	\$5,226	\$2,300
22.0 Transportation of Things	\$10	-	-	-
23.2 Rental Payments to Others	-	\$6	\$6	-
23.3 Communications, Utilities, & Miscellaneous	\$7	-	\$7	\$7
25.1 Advisory & Assistance Services	-	\$5,147	\$4,692	(\$455)
25.2 Other Services from Non-Federal Sources	\$5,206	-	-	-
25.7 Operation & Maintenance of Equipment	-	-	\$5	\$5
26.0 Supplies & Materials	-	-	\$121	\$121
31.0 Equipment	\$2	-	\$9	\$9
Total - Non Pay Budget Object Class	\$6,886	\$8,079	\$10,066	\$1,987

Non Pay Cost Drivers

Non Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
Intelligence Training Program	\$3,043	\$3,983	\$3,983	-
Air & Marine Operations (AMO) Training Program	\$2,074	\$3,306	\$3,662	\$356
Law Enforcement Safety and Compliance (LESC)	\$1,644	\$600	\$2,231	\$1,631
Other Costs	\$125	\$190	\$190	-
Total - Non Pay Cost Drivers	\$6,886	\$8,079	\$10,066	\$1,987

Explanation of Non Pay Cost Drivers

Intelligence Training Program: This cost driver includes basic and advanced intelligence training for intelligence analysts and uniformed officers/agents delivered via the National Training Plan. CBP anticipates no change in costs from FY 2021.

AMO Training Program: This cost driver includes basic and advanced training (travel, TDY, lodging/meals, and basic issue supplies/equipment) for both Air and Marine Interdiction Agents delivered via the National Training Plan. Costs vary based on the total number of Agents attending training. Changes in this cost driver reflect the transfer of trainers from AMO to OTD and additional training seats for Air and Marine Officers, CBP anticipates 168 attendees (up from 144 FY 2021).

Law Enforcement Safety and Compliance (LESC): This cost driver includes advanced training for firearms, less lethal training, active shooter, and chemical munitions. Costs vary based on the total number of officers/agents attending training. FY22 cost increased to support realignment of training to better support CBP's mission, CBP anticipates 882 attendees.

Other Costs: Reflects the remaining costs for basic and advanced training at the AMOA training academy and the operating budget/facility support requirements for the newly established AMO Training Academy. Costs vary based on the total number of AMOA attending training, and other support costs for CBP training facilities. CBP anticipates no change from FY 2021.

Operations Support – PPA Level II**Budget Comparison and Adjustments****Comparison of Budget Authority and Request***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Operations Support	509	497	\$173,569	521	515	\$152,333	495	495	\$144,261	(26)	(20)	(\$8,072)
Total	509	497	\$173,569	521	515	\$152,333	495	495	\$144,261	(26)	(20)	(\$8,072)
Subtotal Discretionary - Appropriation	509	497	\$173,569	521	515	\$152,333	495	495	\$144,261	(26)	(20)	(\$8,072)

PPA Level II Description

Operations Support (OS) provides oversight and guidance to CBP's planning, analysis, requirements, policy, law enforcement safety and compliance, intelligence, international affairs, scientific, and information and incident coordination functions.

This PPA provides funding for the Joint Task Force – West, Arizona (formerly the Joint Field Command); the Joint Task Force – West; and Operations Support.

Office <i>(Dollars in Thousands)</i>	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
Joint Task Force – West	\$12,726	\$12,726	\$0	(\$12,726)
Office of the Executive Assistant Commissioner	\$2,812	\$4,762	\$8,581	\$3,819
CBP Watch	\$3,817	\$8,234	\$8,289	\$55
Planning Analysis and Requirements Evaluation Directorate	\$10,317	\$11,017	\$13,027	\$2,010
Law Enforcement Safety & Compliance	\$60,500	\$59,645	\$57,284	(\$2,361)
Laboratories & Scientific Services	\$62,397	\$55,838	\$57,080	\$1,242
United States Border Patrol	\$21,000	-	-	-
Total	\$173,569	\$152,222	\$144,261	(\$7,461)

Joint Task Force – West: Joint Task Force – West (JTF-W) is headquartered in San Antonio, TX and focuses cross-department operations on strategic objectives and unity of effort across four geographical corridors: California Corridor (San Diego, CA); Arizona Corridor (Tucson, AZ); New Mexico/West Texas Corridor (El Paso, TX); and South Texas Corridor (McAllen, TX). JTF-W partners with DHS Components, other U.S. Federal, State, and local agencies, and international partners to plan and implement enhanced counter network operations directed at disrupting and dismantling TCOs and targeting individuals and organizations whose criminal conduct undermines border security. By identifying evolving threats, critical intelligence gaps, and vulnerabilities, these operations develop comprehensive common operational and intelligence pictures that ultimately enhance DHS's ability to disrupt, degrade, and dismantle TCOs exploiting the homeland.

JTF-W Arizona Corridor also includes the Joint Intelligence and Operations Center (JIOC), which serves as a command, control, and 24x7 communications center, providing situational awareness to all Arizona-based CBP operational components and their respective commands.

The Department of Homeland Security's Joint Task Forces (JTFs) were created in 2015 as a response to a crisis at that time - a surge in unaccompanied children and family units. The initial vision for JTFs was broad in scope - to conduct "integrated joint investigations and operations within their joint operations areas or functions, supported by DHS Operational Components, to enhance DHS unity of effort in securing the Southern Border and Approaches. " In October 2019, DHS initiated a review of the JTFs with a goal of providing departmental leadership with a recommended way forward with regard to the future of JTFs. The review concluded that JTF-W was never fully utilized as envisioned. Specifically, CBP provided a negative value add assessment, i.e. they could accomplish as much or more with the same personnel and resources in the absence of the JTF. The review further concluded that the return on the overall investment was uncertain. Additionally, the Department successfully implemented coordination functions, both in the field and at headquarters, that essentially nullified any potential value the JTF's may provide. In FY20, the Department of Homeland Security decided to transition Joint Task Force West resources back to their parent Components to ensure DHS is organized to deter and respond to current and emerging threats. On 16 December 2020, the Senior Official Performing the Duties of the Commissioner signed a memorandum terminating the Joint Field Command (JFC) and Joint Task Force-West/Arizona. In FY 2021, CBP assumed responsibility for all JTF-W operational coordination, operations, reporting, and metrics and realigned personnel, resources and operational requirements to Operations Support, Office of Intelligence, Border Patrol, Field Operations and Air and Marine.

Office of the Executive Assistant Commissioner: The Office of the Executive Assistant Commissioner (EAC) provides executive leadership and management and administration guidance across the business line. The Office of the EAC is supported by the Chief of Staff, communication staff, Chief Medical Officer, medical support staff and mission support staff.

CBP Watch: The CBP Watch provides CBP senior leadership with real-time, 24/7 operational situational awareness. It is responsible for managing information flow regarding all significant incidents involving CBP personnel and operations and is the primary entity responsible for coordination information sharing across all CBP operational offices, DHS, and CBP's interagency partners.

Planning, Analysis, and Requirements Evaluations Directorate: Planning, Analysis, and Requirements Evaluations Directorate (PARE) manages CBP's risk management framework that enables CBP leadership to make fully informed analytics-based and risk-based decisions. PARE integrates

CBP operations through comprehensive understanding of the operating environment, risk management, analytics-based decision support, and operational needs.

Law Enforcement Safety & Compliance: Law Enforcement Safety & Compliance (LESC) supports CBP's law enforcement mission through use of force policy development and incident review, advanced firearms and defensive tactics training and the testing, evaluation, contracting, and maintenance for CBP weapons, ammunition and body armor. The LESC manages the Use of Force Decisional Simulator program, which provides CBP law enforcement personnel with an opportunity to engage in full spectrum scenarios that are specific to the CBP mission. It also funds overall mission support associated with known and new training mandates for more than 45,000 CBP law enforcement personnel.

Laboratories & Scientific Services: Laboratories & Scientific Services (LSS) operates eight nationally accredited laboratories and ten forward-deployed satellite laboratories that conduct advanced forensic and technical analyses in support of frontline CBP officers for law enforcement activities and trade enforcement. In FY 2020, LSS analyzed over 58,450 forensic samples 12,000 samples at 12 LSS Forward Operating Laboratories (FOL), 46,230 trade enforcement samples, and conducted 1,700 latent fingerprint examination cases. LSS's 24/7 Tele-forensics Center (TC) provides near real-time reach back for technical advice and adjudication of presumptive screening results to field officers and agents who encounter suspect RAD/NUC threats and narcotics (chemical) threats. The TC handles on average 55 reach back calls daily and provides advice or adjudication within 30 minutes. The LSS INTERDICT Center is the focal point for CBP's opioid strategy to identify current and new synthetic opioids and psychoactive substances. Through the INTERDICT Center's work on new discoveries, LSS develops and deploys three user-defined library updates for the deployed handheld trace detection technologies that contain the chemical signatures of new synthetic drugs. LSS Headquarters manages CBP-wide scientific and technical programs such as DOMEX, Test and Evaluation for NII, Lead Technical Authority for NII and Tunnel programs, and national LSS joint (mobile) operations. Additionally, LSS facilitates coordination and matures partnerships with external Federal, State and local entities to include the Office of National Drug Control Policy the Organized Crime Drug Enforcement Task Force, and the U.S. Food and Drug Administration to augment our capabilities to provide rapid, reliable, and actionable information in support of the border security mission.

Operations Support – PPA Level II Summary of Budget Changes

(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	509	497	\$173,569
FY 2021 Enacted	521	515	\$152,333
FY 2022 Base Budget	521	515	\$152,333
Total Technical Changes	-	-	-
Realignment for Laboratories and Scientific Services Directorate	1	1	\$178
Realignment of Joint Task Force – West (JTF-W)	(27)	(27)	(\$6,833)
Total Transfers	(26)	(26)	(\$6,655)
Civilian Pay Raise Total	-	-	\$1,637
Annualization of Prior Year Pay Raise	-	-	\$761
FERS Adjustment	-	-	\$804
Annualization of Laboratory Personnel	-	6	\$382
Civilian Pay Raise Offset	-	-	\$20
Correct CBP Base Pay	-	-	\$425
Delay in Hiring	-	-	(\$461)
Non-Recur 9mm Weapons Transition	-	-	(\$326)
Non-Recur Adjustment to Map to Request	-	-	(\$4,159)
Total Pricing Changes	-	6	(\$917)
Total Adjustments-to-Base	(26)	(20)	(\$7,572)
FY 2022 Current Services	495	495	\$144,761
De-Commissioning of JTF-W	-	-	(\$500)
Total Program Changes	-	-	(\$500)
FY 2022 Request	495	495	\$144,261
FY 2021 TO FY 2022 Change	(26)	(20)	(\$8,072)

Operations Support – PPA Level II Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Operations Support	509	497	\$80,121	\$161.21	521	515	\$80,092	\$155.52	495	495	\$77,522	\$156.61	(26)	(20)	(\$2,570)	\$1.09
Total	509	497	\$80,121	\$161.21	521	515	\$80,092	\$155.52	495	495	\$77,522	\$156.61	(26)	(20)	(\$2,570)	\$1.09
Subtotal Discretionary - Appropriation	509	497	\$80,121	\$161.21	521	515	\$80,092	\$155.52	495	495	\$77,522	\$156.61	(26)	(20)	(\$2,570)	\$1.09

Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$57,245	\$50,596	\$46,279	(\$4,317)
11.3 Other than Full-time Permanent	\$533	\$80	\$83	\$3
11.5 Other Personnel Compensation	\$2,832	\$5,042	\$5,192	\$150
12.1 Civilian Personnel Benefits	\$19,511	\$24,374	\$25,968	\$1,594
Total - Personnel Compensation and Benefits	\$80,121	\$80,092	\$77,522	(\$2,570)
Positions and FTE				
Positions - Civilian	509	521	495	(26)
FTE - Civilian	497	515	495	(20)

Pay Cost Drivers

Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Border Patrol Agent	68	\$15,170	\$223.09	68	\$15,165	\$223.01	54	\$12,791	\$236.87	(14)	(\$2,374)	\$13.86
CBP Officer	19	\$3,623	\$190.71	19	\$3,622	\$190.63	18	\$3,488	\$193.78	(1)	(\$134)	\$3.15
Non-LEO Personnel	410	\$61,327	\$149.76	428	\$61,305	\$143.40	423	\$61,243	\$144.78	(5)	(\$62)	\$1.38
Total – Pay Cost Drivers	497	\$80,121	\$161.21	515	\$80,092	\$155.52	495	\$77,522	\$156.61	(20)	(\$2,570)	\$1.09

Explanation of Pay Cost Drivers

Border Patrol Agent: This cost driver funds the salaries and benefits of BPAs. FY 2022 changes reflect increases to the agency's FERS Contribution, annualization of the FY 2021 Pay Raise, the FY 2022 Pay Raise, the Civilian Pay Raise offset, and the Annualization of Laboratory Personnel.

CBP Officer: This cost driver funds the salaries and benefits of CBPOs. FY 2022 changes reflect increases to the agency's FERS Contribution, annualization of the FY 2021 Pay Raise, the FY 2022 Pay Raise, the Civilian Pay Raise offset, and the Annualization of Laboratory Personnel.

Non-LEO Personnel: This cost driver funds the salaries and benefits of non-Law Enforcement Officer personnel FY 2022 changes reflect increases to the agency's FERS Contribution, annualization of the FY 2021 Pay Raise, the FY 2022 Pay Raise, and the Annualization Laboratory Personnel. Also included in the FY 2022 changes are decreases associated the non-recur of the Adjustment to Map to the Request and the Delay in Hiring.

Operations and Support – PPA Level II

Non Pay Budget Exhibits

Non Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Operations Support	\$93,448	\$72,241	\$66,739	(\$5,502)
Total	\$93,448	\$72,241	\$66,739	(\$5,502)
Subtotal Discretionary - Appropriation	\$93,448	\$72,241	\$66,739	(\$5,502)

Non Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$3,097	\$4,731	\$4,731	-
22.0 Transportation of Things	\$30	\$412	\$412	-
23.1 Rental Payments to GSA	\$150	-	-	-
23.2 Rental Payments to Others	-	\$242	\$242	-
23.3 Communications, Utilities, & Miscellaneous	\$911	\$641	\$641	-
25.1 Advisory & Assistance Services	\$2,238	\$55,492	\$50,166	(\$5,326)
25.2 Other Services from Non-Federal Sources	\$21,110	\$10,723	\$10,547	(\$176)
25.3 Other Purchases of goods and services	\$132	-	-	-
26.0 Supplies & Materials	\$11,334	-	-	-
31.0 Equipment	\$54,446	-	-	-
Total - Non Pay Budget Object Class	\$93,448	\$72,241	\$66,739	(\$5,502)

Non-Pay Cost Drivers

Non-Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
Operational Workforce Support	\$43,000	\$39,472	\$35,232	(\$4,240)
Laboratories and Scientific Services	\$19,030	\$12,593	\$18,506	\$5,913
Joint Operational and Planning Execution	\$2,298	\$2,618	\$500	(\$2,118)
Firearms, Armor, and Credentials Tracking System (FACTS)	\$1,789	\$1,789	\$1,789	-
Border Enforcement Support Systems	\$1,249	\$1,249	\$1,249	-
Other Costs	\$1,698	\$2,198	\$2,198	-
Total - Non-Pay Cost Drivers	\$93,448	\$72,241	\$66,739	(\$5,502)

Explanation of Non-Pay Cost Drivers

Operational Workforce Support: This cost driver ensures agents/officers are adequately equipped for operational purposes and possess the ability to de-escalate or potentially prevent the need for deadly force. This cost driver includes the following items to support Operations Support initiatives:

- Less Lethal Devices for field certification: Provides CBP field personnel with the necessary equipment (e.g., tasers, OC spray, etc.) to perform their daily functions. This is an on-going expense as part of the baseline budget with no increase from FY 2021 to FY 2022.
- Less-Lethal Training: This is an on-going expense associated with the baseline budget. This expense provides LESC Less-Lethal Training Program with the equipment necessary to conduct training of personnel. The training is for newly certified law enforcement personnel and recertification of personnel as required by CBP policy. This is an on-going expense as part of the baseline budget with no increase from FY 2021 to FY 2022.
- Additional replacement and weapons parts: This funding allows CBP to maintain, refurbish and repair shoulder mounted firearms used by law enforcement personnel. Changes in this cost driver from FY 2021 to FY 2022 are the result of the Non-Recur of the 9MM Weapons Transition pricing change.
- TDY LESC: This expense provides LESC with long-term TDY support from within CBP to deliver firearms, less lethal and other training courses as required and/or mandated. This is an on-going expense as part of the baseline budget with no increase from FY 2021 to FY 2022.
- Creation of the new Pre-Deployment Threat Awareness and Survival Concepts (PD-TASC) training course: As a CBP Commissioner's priority, LESC is incurring expenses associated with the formational and development of a new PD-TASC course as required by the Department of State for all CBP personnel traveling OCONUS. Expenses include contractor support, administrative and travel expenses associated with development of the new course, and delivery of services to CBP personnel. This is an on-going expense as part of the baseline budget with no increase from FY 2021 to FY 2022.

- Expenses associated with the creation of the Pre-deployment branch: The newly developed branch is necessary to support the pre-deployment training for personnel traveling OCONUS. This is an on-going expense as part of the baseline budget with no increase from FY 2021 to FY 2022
- Miscellaneous expenses for cell phones, laptops, travel, supplies, and other equipment for LESC: Daily costs associated with doing business to include cell phones, basic equipment and supplies to keep the administrative office operational. Includes additional OIT invoices not covered under FACTS and Enforcement Action Statistical Analysis and Reporting (E-STAR) System. Changes in this cost driver from FY 2021 to FY 2022 are the result of the Non-Recur of the Adjustment to Map to the Request and the Realignment of JTF-W.
- Miscellaneous expenses for field certification to include FX marking cartridges, pepper ball launchers, OC stray, etc.: Includes the Indefinite Delivery, Indefinite Quantity (IDIQ) minimum buy necessary to secure various contracts for CBP field and training facilities to purchase the supplies necessary to train newly hired law enforcement personnel or to replenish field supplies for existing officer/agents. In addition, it includes funding to purchase necessary supplies for field certification such as the above listed items. This is part of the baseline budget and are not expected to change from FY 2021 to FY 2022.

Laboratories and Scientific Services (LSS): This cost driver includes funding to allow LSS to sustain effective daily laboratory operations and maintain laboratory equipment and facilities. Costs cover laboratory materials and supplies such as chemicals, gases, standards and PPE; contractual services for the Laboratory Information Network operation and maintenance; upgrades and equipment replacements for laboratory testing and analysis; and travel, utilities and rent. There are no changes from FY 2021 to FY 2022; the non-pay chart above displays incorrect base funding in the FY 2021 column.

Joint Operational and Planning Execution: This cost driver includes decommissioning activities of JTF-W including rent, shipping of equipment and fleet, disposal of excess furniture and outdated information technology, operational facility expenses (rent, security, maintenance, and cellular/DSL services), TDY and relocation costs. The decrease from FY 2021 to FY 2022 reflects a cost savings with a reduction of space and contractual services, and the transfer of responsibility of all operational requirements, coordination, and reporting to the Office of the Executive Assistant Commissioner and are reflected in “Other Costs.”

FACTS: This cost driver includes operations and maintenance costs for the FACTS database, which is used to maintain accountability of CBP's firearms, badges, credentials, bottles of security ink, processing stamps, and ammunition. Costs vary based on database operations and are not expected to change from FY 2021 to FY 2022.

Border Enforcement Support Systems: This cost driver includes the Assaults and Use of Force Reporting System, which is used for reporting assaults, uses of force, vehicle pursuits, and intentional and unintentional firearms discharges, or any combination of those throughout CBP. Costs vary based on database operations and are not expected to change in FY 2022.

Other Costs: Other non-pay costs includes the transfer of responsibility of all operational requirements, coordination, and reporting activities at the JTF-W, contractor support for planning and requirements for CBP, incident management support to include software licenses and contractor support to maintain the Emergency Notification System (ENS) and Web Emergency Operation Center (EOC) Boards, CBP Watch video maintenance, and

Personnel Recovery Program (PRP) training, contractor support for CBP STAT and software licenses for Tableau, tech refresh to include laptop and monitor replacements, and miscellaneous expenses to include employee training and development, supplies, fleet maintenance, cell phones, shipping, printing and logistics. FY 2022 change reflects an overall decrease to baseline budget with reductions to travel, TDY, contractor support, and miscellaneous expenses. The non-pay chart above displays incorrect base funding in the FY 2021 column.

Department of Homeland Security

U.S. Customs and Border Protection

Procurement, Construction, and Improvements



Fiscal Year 2022

Congressional Justification

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U.S. Customs and Border Protection**Procurement, Construction, and Improvements**

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Procurement, Construction, and Improvements

Budget Comparison and Adjustments

Comparison of Budget Authority and Request

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Mission Support Assets and Infrastructure	\$15,673	\$42,629	\$27,610	(\$15,019)
Border Security Assets and Infrastructure	\$1,508,788	\$1,513,000	\$54,315	(\$1,458,685)
Trade and Travel Assets and Infrastructure	\$88,124	\$22,530	\$44,653	\$22,123
Integrated Operations Assets and Infrastructure	\$199,519	\$119,076	\$41,977	(\$77,099)
Construction and Facility Improvements	\$62,364	\$142,399	\$757,225	\$614,826
Total	\$1,874,468	\$1,839,634	\$925,780	(\$913,854)
Subtotal Discretionary - Appropriation	\$1,874,468	\$1,839,634	\$925,780	(\$913,854)

U.S. Customs and Border Protection's (CBP) Procurement, Construction, and Improvements (PC&I) appropriation provides funds necessary for the planning, operational development, engineering, and purchase of one or more assets prior to sustainment, including operational, mission support, and management and administration (M&A) costs directly associated with those acquisition activities. The Program, Project, and Activity (PPA) details listed below provide a programmatic breakout of how these costs are aligned across CBP.

Mission Support Assets and Infrastructure: Enterprise assets and information technology systems and services that support business administrative services and back office operations.

Border Security Assets and Infrastructure: Technology and assets necessary to conduct CBP's border security mission, including detection and surveillance equipment to enhance situational awareness to facilitate border enforcement.

Trade and Travel Assets and Infrastructure: Technology and assets needed to conduct the trade and travel mission, including integrated screening, scanning, biometrics, and transaction processing systems to enhance the interception of potential threats before they can cause harm while simultaneously expediting legal trade and travel.

Integrated Operations Assets and Infrastructure: Air and marine assets and the related support systems and infrastructure to operate these assets.

Construction and Facility Improvements: Improvement of existing owned or leased facilities and real property, and the construction of new facilities.

Procurement, Construction, and Improvements Budget Authority and Obligations

(Dollars in Thousands)

	FY 2020	FY 2021	FY 2022
Enacted/Request	\$1,874,468	\$1,839,634	\$925,780
Carryover - Start of Year	\$1,755,261	\$722,227	\$1,871,352
Recoveries	\$48,995	-	\$500,000
Rescissions to Current Year/Budget Year	(\$58,000)	(\$48,036)	(\$1,939,007)
Net Sequestered Resources	-	-	-
Reprogramming/Transfers	(\$25,675)	-	-
Supplementals	\$120,087	-	-
Total Budget Authority	\$3,715,136	\$2,513,825	\$1,358,125
Collections - Reimbursable Resources	-	-	-
Collections - Other Sources	-	-	-
Total Budget Resources	\$3,715,136	\$2,513,825	\$1,358,125
Obligations (Actual/Estimates/Projections)	\$3,186,187	\$590,141	\$339,365
Personnel: Positions and FTE			
Enacted/Request Positions	-	-	-
Enacted/Request FTE	-	-	-
Onboard and Actual FTE			
Onboard (Actual/Estimates/Projections)	-	-	-
FTE (Actual/Estimates/Projections)	-	-	-

Table includes slight errors due to a difference between when execution data was pulled - please reference budget appendix for correct figures.

Procurement, Construction, and Improvements Summary of Budget Changes

(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	-	-	\$1,874,468
FY 2021 Enacted	-	-	\$1,839,634
FY 2022 Base Budget	-	-	-
Revenue Modernization	-	-	\$8,746
Mission Support Assets and Infrastructure End Items	-	-	\$9,408
COSS Transformation Initiative	-	-	\$9,456
Border Security Assets and Infrastructure End Items	-	-	\$54,315
Non-Intrusive Inspection (NII) Systems Program	-	-	\$32,000
Advanced Trade Analytics Platform (ATAP)	-	-	\$12,653
KA350-CER Multi-Role Enforcement Aircraft (MEA)	-	-	\$28,382
Airframes and Sensors End Items	-	-	\$13,595
Border Patrol Facilities	-	-	\$87,000
OFO Facilities	-	-	\$660,225
Construction and Facility Improvements End Items	-	-	\$10,000
Total Investment Elements	-	-	\$925,780
FY 2022 Request	-	-	\$925,780
FY 2021 TO FY 2022 Change	-	-	(\$913,854)

**Procurement, Construction, and Improvements
Non Pay Budget Exhibits****Non Pay by Object Class**
(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
25.1 Advisory & Assistance Services	\$2,000	-	\$2,498	\$2,498
25.2 Other Services from Non-Federal Sources	\$102,699	\$231,205	\$93,022	(\$138,183)
25.3 Other Purchases of goods and services	-	\$15,500	-	(\$15,500)
25.7 Operation & Maintenance of Equipment	\$46,525	\$12,530	\$12,653	\$123
31.0 Equipment	\$285,880	\$63,000	\$60,382	(\$2,618)
32.0 Land and Structures	\$1,437,364	\$1,517,399	\$757,225	(\$760,174)
Total - Non Pay Budget Object Class	\$1,874,468	\$1,839,634	\$925,780	(\$913,854)

Procurement, Construction, and Improvements

Capital Investment Exhibits

Capital Investments

(Dollars in Thousands)

	Acquisition Level	IT/ Non-IT	MAOL	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget
024_000005257 - Revenue Modernization	Level 3	IT	Yes	\$15,673	\$13,173	\$8,746
024_000005262 - COSS Transformation Initiative	Level 3	IT	Yes	-	\$9,456	\$9,456
024_000005217 - Integrated Fixed Towers (IFT)	Level 2	IT	Yes	\$1,142	-	-
024_000005220 - Remote Video Surveillance Systems (RVSS)	Level 1	IT	Yes	\$40,740	-	-
024_000005254 - Mobile Video Surveillance System (MVSS)	Level 2	IT	Yes	\$14,800	-	-
024_000005279 - MVSS_M2S2 Modular Mobile Surveillance System	Non-Major	IT	No	-	\$15,000	-
N024_000005266 - Border Wall System Program	Level 1	Non-IT	Yes	\$1,375,000	\$1,375,000	-
024_000005053 - Automated Commercial Environment (ACE)	Level 1	IT	Yes	\$10,000	\$10,000	-
024_000005119 - Non-Intrusive Inspection (NII) Systems Program	Level 1	IT	Yes	\$59,124	-	\$32,000
024_000005283 - Advanced Trade Analytics Platform (ATAP)	Non-Major	IT	Yes	-	-	\$12,653
N024_000005258 - KA350-CER Multi-Role Enforcement Aircraft (MEA)	Level 1	Non-IT	Yes	\$86,764	\$52,267	\$28,382
N024_000005259 - UH-60 Medium Lift Helicopter	Level 1	Non-IT	Yes	\$46,525	\$15,500	-
N024_000005285 - Light Enforcement Helicopters	Non-Major	Non-IT	No	\$32,500	\$28,400	-
N024_000005260 - Coastal Interceptor Vessels	Level 3	Non-IT	Yes	\$14,830	-	-
N024_000005113 - Border Patrol Facilities	Level 1	Non-IT	No	\$25,000	\$103,000	\$87,000
N024_000005173 - OFO Facilities	Level 2	Non-IT	No	\$22,364	-	\$660,225
N024_000005172 - Air & Marine Facilities	Level 3	Non-IT	No	\$6,000	\$27,399	-
N/A - Mission Support Assets and Infrastructure End Items	Non-Major	IT	No	-	\$20,000	\$9,408
N/A - Border Security Assets and Infrastructure End Items	Non-Major	IT	No	\$77,106	\$123,000	\$54,315
N/A - Trade and Travel Assets and Infrastructure End Items	Non-Major	IT	No	\$19,000	\$12,530	-
N/A - Airframes and Sensors End Items	Non-Major	Non-IT	No	\$18,900	\$22,909	\$13,595
N/A - Construction and Facility Improvements End Items	Non-Major	Non-IT	No	\$9,000	\$12,000	\$10,000

Mission Support Assets and Infrastructure – PPA**Budget Comparison and Adjustments****Comparison of Budget Authority and Request***(Dollars in Thousands)*

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Revenue Modernization	\$15,673	\$13,173	\$8,746	(\$4,427)
Mission Support Assets and Infrastructure End Items	-	\$20,000	\$9,408	(\$10,592)
COSS Transformation Initiative	-	\$9,456	\$9,456	-
Total	\$15,673	\$42,629	\$27,610	(\$15,019)
Subtotal Discretionary - Appropriation	\$15,673	\$42,629	\$27,610	(\$15,019)

PPA Level I Description

The Mission Support Assets and Infrastructure PPA provides enterprise assets and information technology systems and services that support business administrative services and operations. This PPA captures investments that support enterprise leadership, management and/or business administration services. The PPA also describes the capabilities and activities that facilitate the day-to-day management functions that enable CBP to operate efficiently and effectively.

This PPA is comprised of the following investments/activities:

Revenue Modernization: CBP's Revenue Modernization initiative is a multi-year acquisition program intended to create a long-term solution for the improved management of non-cargo related revenue collections at the Nation's ports of entry (POEs). When Revenue Modernization is fully implemented, CBP will be able to redirect 200,000 hours of CBP Officer (CBPO) time currently spent on collections and shift them toward mission critical duties of border security and trade facilitation.

Mission Support Assets and Infrastructure End Items: These procurements include funding for multiple technologies and assets for mission support offices within CBP. They include programs that exceed the \$250,000 PC&I threshold for end items, or items that have been previously appropriated to PC&I, but are not part of the DHS Master Acquisition Oversight List (MAOL).

COSS Transformation Initiative: The CBP Overtime Scheduling System (COSS) Transformation Initiative (CTI) will retire the antiquated, inefficient, and unsustainable COSS and replace it with a modern, integrated scheduling and timekeeping solution that includes the DHS enterprise solution for timekeeping, webTA. CTI closes the performance gaps of efficiency, sustainability, and responsiveness to mission need.

Mission Support Assets and Infrastructure – PPA

Budget Authority and Obligations

(Dollars in Thousands)

	FY 2020	FY 2021	FY 2022
Enacted/Request	\$15,673	\$42,629	\$27,610
Carryover - Start of Year	\$3,522	\$28,438	\$17,766
Recoveries	\$156	-	-
Rescissions to Current Year/Budget Year	-	-	-
Net Sequestered Resources	-	-	-
Reprogramming/Transfers	-	-	-
Supplementals	\$30,000	-	-
Total Budget Authority	\$49,351	\$71,067	\$45,376
Collections - Reimbursable Resources	-	-	-
Collections - Other Sources	-	-	-
Total Budget Resources	\$49,351	\$71,067	\$45,376
Obligations (Actual/Estimates/Projections)	\$20,913	\$53,301	\$34,032
Personnel: Positions and FTE			
Enacted/Request Positions	-	-	-
Enacted/Request FTE	-	-	-
Onboard and Actual FTE			
Onboard (Actual/Estimates/Projections)	-	-	-
FTE (Actual/Estimates/Projections)	-	-	-

Table includes slight errors due to a difference between when execution data was pulled - please reference budget appendix for correct figures.

Mission Support Assets and Infrastructure – PPA

Summary of Budget Changes

(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	-	-	\$15,673
FY 2021 Enacted	-	-	\$42,629
FY 2022 Base Budget	-	-	-
Revenue Modernization	-	-	\$8,746
Mission Support Assets and Infrastructure End Items	-	-	\$9,408
COSS Transformation Initiative	-	-	\$9,456
Total Investment Elements	-	-	\$27,610
FY 2022 Request	-	-	\$27,610
FY 2021 TO FY 2022 Change	-	-	(\$15,019)

Mission Support Assets and Infrastructure – PPA**Non Pay Budget Exhibits****Non Pay by Object Class***(Dollars in Thousands)*

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
25.2 Other Services from Non-Federal Sources	\$15,673	\$32,629	\$27,610	(\$5,019)
31.0 Equipment	-	\$10,000	-	(\$10,000)
Total - Non Pay Budget Object Class	\$15,673	\$42,629	\$27,610	(\$15,019)

Mission Support Assets and Infrastructure – PPA
Capital Investments Exhibits

Capital Investments*(Dollars in Thousands)*

	Acquisition Level	IT/ Non-IT	MAOL	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget
024_000005257 - Revenue Modernization	Level 3	IT	Yes	\$15,673	\$13,173	\$8,746
024_000005262 - COSS Transformation Initiative	Level 3	IT	Yes	-	\$9,456	\$9,456
N/A - Mission Support Assets and Infrastructure End Items	Non-Major	IT	No	-	\$20,000	\$9,408

Revenue Modernization – Investment Capital Investment Exhibits

Procurement/Acquisition Programs

(Dollars in Thousands)

	Acquisition Level	IT/ Non-IT	MAOL	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget
024_000005257 - Revenue Modernization	Level 3	IT	Yes	\$15,673	\$13,173	\$8,746

Investment Description

CBP's Revenue Modernization initiative is a multi-year acquisition program intended to create a long-term solution for the improved management of non-cargo related revenue collections at the Nation's ports of entry (POEs). More than \$2.5B is collected annually through checks and cash, of which \$1.5B (approximately 60 percent) is collected at the POEs. The manual process creates inefficiencies at the ports, delays cargo and traveler movement, and keeps CBP Officers (CBPOs) from focusing on critical law enforcement and trade facilitation duties.

The Revenue Modernization program is currently transitioning manual field collections to automated electronic systems. This will lead to increased electronic financial transaction capabilities, the development of flexible electronic payment options, and will ensure real-time access to reliable financial and operational data which will be available at the transactional level to improve data analysis and reconciliations. The planned Revenue Modernization solution includes a combination of business process reengineering, user-facing solutions, and systems automation and implementation to address needed improvements. CBP is leveraging existing systems, including the Automated Commercial Environment (ACE) Collections system, to improve efficiency with technology interfaces such as online payment options, mobile-friendly applications, and mobile tablets, thereby creating a modernized revenue collection framework.

Justification

The FY 2022 Budget includes \$8.7M for Revenue Modernization. This funding will support development activities as follows:

- \$2.9M to increase electronic payment capabilities into collection processes, such as online payment capabilities, which will enable more online and electronic payments and move CBP toward its Revenue Modernization goals of electronically collecting 25 duties, taxes, and fees while reducing the in-scope revenue collection time at POEs by Full Operational Capability (FOC), currently planned for FY 2028.
- \$1.0M to initiate Revenue Modernization program-specific development of system integration to other CBP systems, such as ACE Collections, Automated Commercial System (ACS), which is required to eliminate manual entry errors into the financial system of record, and to enable Revenue Modernization to allow more online and electronic fees.

- \$3.8M to expand the location and collection capabilities of the Mobile Collections and Receipts (MCR) project, which will enable more electronic receipts and position MCR to enable online payments, moving CBP toward its Revenue Modernization goal of electronically collecting duties, taxes, and fees, and reducing the in-scope revenue collection time at the POEs by FOC.
- \$1.0M to support Smart Safes deployed across two regions, which will support Smart Safes and reduce the in-scope revenue collection times at POEs.

CBP's legacy collection processes have led to fragmented databases and labor-intensive methods to sustain core operations. These inefficient manual processes yield substantial operational risks and cost implications for CBP. Revenue Modernization will reduce these inefficiencies at POEs while providing:

- Online payment and payment monitoring capabilities for trade and travel industry partners.
- Mobile applications at POEs that will enable the automation of receipts for fees currently collected manually.
- Automated Agricultural Inspection Reimbursable Overtime bills, which enable more accurate reimbursable amounts, as well as faster billing and better billing details for importers and Customs Brokers.
- System integration, streamlining, and data validation, which reduce errors and provide data to support security-related decision-making by the CBPOs.

Revenue Modernization is expected to be fully implemented in 2028. At that time, the program is projected to enable CBP to redirect more than 200,000 hours of CBPO and other port personnel time spent on the administrative processing of collections. Revenue Modernization allows CBP to support key Congressional and Administration priorities, such as lawful trade, travel, and border security, and provides enhanced revenue collection data at the transactional level to improve data quality and the ability to report data. Revenue Modernization program goals of increasing online and electronic payments will decrease time and paperwork and implement effective and efficient processes to improve the customer experience with CBP. Revenue Modernization solutions are planned to provide Trade and Travel industry customers with greater electronic and advanced payment options, improve CBP systems integration, and provide better reporting and data transparency.

FY 2020 Key Milestone Events

- Continued MCR expansion to an additional 112 POEs for a total of 132 of 186 POEs.
- Developed Electronic Payment Options (ePO) portal's (known as eCBP) online payment capabilities for one additional fee.
- Supported two online payment Broker License exam application periods, and subsequent refunds for the April 2020 exam cancelled due to COVID-19.
- Provided program oversight to the Point of Sale (POS) upgrade project, which rolled out the solution to 50 of 180 cash register POEs.
- Implemented Smart Safe for two of seven regions.

FY 2021 Planned Key Milestone Events

- Continue MCR expansion to an additional four POEs for a total of 136 of 186 POEs.
- Implement ePO portal's online application and payment capabilities for Broker Triennial Report and fee.
- Provide program oversight to the POS Upgrade Project, with planned deployment to an additional 90 ports, for a total of 140 of 180 POEs.
- Initiate development of system integration to other revenue collections systems or related systems.

FY 2022 Planned Key Milestone Events

- Conduct acquisition of credit card capability for MCR.
- Initiate development of ePO payment capabilities on the eCBP Portal for one additional fee.
- Provide program oversight to the POS Upgrade Project, with deployment to the remaining 40 of 180 POEs.
- Initiate Revenue Modernization program-specific development with ACE-Collections.

Overall Investment Funding

<i>(Dollars in Thousands)</i>	Prior Years	FY 2020	FY 2021	FY 2022
Operations and Support	\$3,976	\$1,993	\$1,993	\$1,994
Procurement, Construction, and Improvements	\$64,977	\$15,673	\$13,173	\$8,746
Legacy Appropriations	\$30,000			
Total Project Funding	\$98,953*	\$17,666	\$15,166	\$10,740
Obligations	\$74,846	\$15,714		
Expenditures	\$71,982	\$5,777		

*Actual Project Funding for Prior Years is approximately \$75.4M and includes a \$20.0M rescission to unobligated carryover per the FY 2017 Department of Homeland Security Appropriations Act, a \$2.0M reprogramming from Revenue Modernization to ACE in FY 2017, and \$1.6M reprogramming from Revenue Modernization to ACE-Collections in FY 2018.

Contract Information (Current/Execution Year, Budget Year)

Contract Number	Contractor	Type	Award Date (mo/yr)	Start Date (mo/yr)	End Date (mo/yr)	EVM in Contract	Total Value* (Dollars in Thousands)
HSBP1013D00021	Unisys	Cost Plus Fixed Fee	07/2013	07/2013	06/2020	No	\$560,250
HSBP1014J00280	Grant Thornton LLP	Time and Materials	07/2014	07/2014	09/2020	No	\$47,460
70B01C19F00000727	CSRA	Time and Materials	06/2019	08/2019	10/2024	No	\$18,196
47QFCA20F0010	CACI	Cost + Fixed Fee	11/2019	11/2019	09/2024	No	\$7,959

*The listed contracts support multiple activities and programs CBP-wide, and are not limited to the Revenue Modernization program. The Total Value is from all CBP sources.

Significant Changes to Investment since Prior Year Enacted

The Revenue Modernization investment is planned to be complete in 2028. This FY 2022 funding will enable strategic synchronization between Revenue Modernization's interdependency to ACE-Collections functionality. The synchronization will postpone full actualization of the planned benefits of redirecting 200,000 hours of efforts from revenue collection activities to highly important law enforcement and trade facilitation duties.

Investment Schedule

Description	Design Work		Project Work	
	Initiated	Completed	Initiated	Completed
	FY 2020			
Expand MCR pilot to additional 112 POEs			FY 2020 Q1	FY 2020 Q4
Develop ePO portal's online payment capabilities for one additional fee			FY 2020 Q1	FY 2020 Q4
Provide program oversight to POS upgrade project			FY 2020 Q1	FY 2020 Q4
Support two online payment Broker License Exam application periods			FY 2020 Q1	FY 2020 Q4
Implement Smart Safe for 2 of 7 regions			FY 2020 Q1	FY 2020 Q4

Mission Support Assets and Infrastructure – PPA**Revenue Modernization**

Description	Design Work		Project Work	
	Initiated	Completed	Initiated	Completed
	FY 2021			
Expand MCR pilot to additional 4 POEs			FY 2021 Q1	FY 2021 Q3
Implement ePO portal's online payment capabilities for one additional fee			FY 2021 Q1	FY 2021 Q3
Provide program oversight to the POS Upgrade Project			FY 2021 Q1	FY 2021 Q4
Initiate development of system integration to other systems			FY 2021 Q2	FY 2021 Q4
	FY 2022			
Conduct acquisition of credit card capability for MCR			FY 2022 Q1	FY 2022 Q4
Initiate development of ePO payment capabilities on the eCBP Portal for one additional fee.			FY 2022 Q2	FY 2023 Q4
Provide program oversight to the POS Upgrade Project			FY 2022 Q1	FY 2022 Q4
Evaluate Smart Safe project			FY 2021 Q2	FY 2022 Q4
Initiate Revenue Modernization program-specific development with ACE-Collections			FY 2022 Q2	FY 2023 Q3

COSS Transformation Initiative – Investment Capital Investment Exhibits

Procurement/Acquisition Programs

(Dollars in Thousands)

	Acquisition Level	IT/ Non-IT	MAOL	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget
024_000005262 - COSS Transformation Initiative	Level 3	IT	Yes	-	\$9,456	\$9,456

Investment Description

The CBP Overtime Scheduling System (COSS) Transformation Initiative (CTI) will retire the antiquated, inefficient, and unsustainable COSS and replace it with a modern, integrated scheduling and timekeeping solution that includes the DHS enterprise solution for timekeeping, webTA. CTI closes the performance gaps of efficiency, sustainability, and responsiveness to mission needs. The current COSS application is inefficient – it requires Officers and Agents to enter their timecard data multiple times in multiple systems, and requires manual, labor-intensive support for daily scheduling. COSS is unsustainable because it is coded in an antiquated programming language that is no longer supported in the marketplace, it does not support the CBP's daily operational scheduling requirements, and it does not track or support the decision-making process around schedule changes and overtime selection that lead to costly and time-consuming grievances. The CTI solution will provide better and more accessible scheduling and timekeeping data; increased availability and operational flexibility of manpower to better support the CBP mission; avoidance of duplicate data entry; and faster and more accurate distribution of CBP's reimbursed user fees. The reallocation of CBPOs from 24x7 scheduling duties back to their law enforcement duties will support a \$20.0M cost avoidance, as well as an increased economic impact as approximately 158 CBPOs return to their border security and trade facilitation duties.

Justification

The FY 2022 President's Budget provides \$9.5M for CTI. Full Operational Capability (FOC) for CTI is planned for FY 2023. The FY 2022 funding will support migrating the final CBP office, the Office of Field Operations, from the legacy COSS to webTA. These funds will develop OFO's Automated Scheduling Tool (AST) solution to replace COSS and provide enhancement above current capabilities for the Office of Field Operations (OFO). For example, the AST will automate OFO's bid and rotation process and centralize employee profile scheduling information, reducing/eliminating the current manual labor-intensive processes, thereby freeing up manpower. AST provides automated overtime callout list calculations supporting overtime opportunities in the order determined by the negotiated Union rules of the Collective Bargaining Agreement, thereby reducing grievances associated with employee overtime. AST will also be connected to webTA via the CTI Data Integration Hub, allowing schedule data to be automatically uploaded into employees' timecards, avoiding duplicate data entry. The FY 2022 funding supports the following:

- \$4.7M for development of OFO AST with Overtime Tracking Modules: Utilizing Agile software development, CTI will custom develop an automated scheduling, timecard, bid and rotation process, and overtime tracking solution that enables OFO to retire the legacy mainframe-designed system, COSS.
- \$4.8M for development of OFO AST Data Integration: Integration of OFO AST modules to the CTI solutions. The integration includes OFO AST integration with the CTI Data Integration Hub, allowing disparate systems to share data in a streamlined, efficient, and cost-effective way. The integration also includes connection of OFO AST with the CBP Systems, Applications, and Products (SAP)-based financial system for accounting master data; CTI Payroll Backend application that automatically loads the USDA Pay data into the CBP General Ledger.

FY 2020 Key Milestone Events:

- Migration of Air and Marine Operations (AMO) personnel from the legacy COSS to webTA timekeeping solution.
- Migration of U.S. Border Patrol (USBP) personnel from the legacy COSS to webTA timekeeping solution. This USBP webTA solution utilizes the CTI Data Integration Hub to pull data from the USBP scheduling tool to create an automated webTA timecard, which avoids duplicate data entry for USBP Agents which are funded in the Operations and Support (O&S) appropriation.

FY 2021 Planned Key Milestone Events:

- Develop OFO AST Core Scheduling Module – Increment 1.
- Develop OFO AST-based Foundation End-to-End Major AST Business Concepts, including Overtime Tracking module.
- Develop OFO-AST-based Integration with CTI solutions, including CTI Data Integration Hub.

FY 2022 Planned Key Milestone Events:

- Develop OFO AST Core Scheduling Module – Increment 2.
- Test and tune integration between OFO AST-based modules and CTI solutions, including CTI Data Integration Hub.

Overall Investment Funding

<i>(Dollars in Thousands)</i>	Prior Years	FY 2020	FY 2021	FY 2022
Operations and Support	-	\$7,199	\$8,012	\$5,259
Procurement, Construction, and Investments	-	-	\$9,456	\$9,456
Research and Development	-	-	-	-
Legacy Appropriation	-			
Total Project Funding	-	\$7,199	\$17,468	\$14,715
Obligations	-	\$7,199		
Expenditures	-	\$6,297		

Contract Information (Current/Execution Year, Budget Year)

Contract Number	Contractor	Type	Award Date (mo/yr)	Start Date (mo/yr)	End Date (mo/yr)	EVM in Contract	Total Value* <i>(Dollars in Thousands)</i>
70B04C19K00000069	CACI	Firm-Fixed Price	09/2020	09/2020	09/2024	No	\$1,900,000
70B01C19A00000022	CSRA LLC	Firm-Fixed Price	06/2019	06/2019	06/2024	No	\$109,000

*The listed contracts support multiple activities and programs CBP-wide, and are not limited to the CTI program. The Total Value is from all CBP sources.

Significant Changes to Investment since Prior Year Enacted

None

Investment Schedule

Description	Design Work		Project Work	
	Initiated	Completed	Initiated	Completed
	FY 2020			
Migration of Air and Marine personnel from COSS to webTA			FY 2019 Q1	FY 2020 Q1
Migration of US Border Patrol personnel from COSS to webTA			FY 2019 Q1	FY 2020 Q2
	FY 2021			
Develop OFO AST Core Scheduling module – Increment 1			FY 2021 Q2	FY 2022 Q4
Develop OFO AST Foundation End-to-End Major AST Business Concepts			FY 2021 Q2	FY 2022 Q4
Develop OFO AST Integration with CTI Data Integration Hub			FY 2021 Q2	FY 2022 Q4
	FY 2022			
Test and tune Integration between OFO AST and CTI Data Integration Hub and solutions			FY 2022 Q1	FY 2023 Q4
Develop OFO AST Core Scheduling module – Increment 2			FY 2022 Q1	FY 2023 Q4

Mission Support Assets and Infrastructure End Items – Investment Itemized Procurements

End Items Purchases

(Dollars in Thousands)

	Acquisition Level	IT/ Non-IT	MAOL	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget
N/A - Mission Support Assets and Infrastructure End Items	Non-Major	IT	No	-	\$20,000	\$9,408

End Items Description

Mission Support Assets and Infrastructure End Items includes funding for the development, procurement, and deployment of multiple technologies and assets for Mission Support Offices within CBP. It includes programs that exceed the \$250,000 PC&I threshold for end items, or items that have been previously appropriated to PC&I, but are not part of the DHS MAOL. This includes the following investments:

End Items Breakdown <i>(Dollars in Thousands)</i>	FY 2020 Enacted		FY 2021 Enacted		FY 2022 President's Budget	
	Quantity	Amount	Quantity	Amount	Quantity	Amount
Financial Systems Enhancements	-	-	-	-	N/A	\$1,000
Human Resources Information Technology Modernization	-	-	N/A	\$10,000	-	\$8,408
Unified Immigration Portal	-	-	N/A	\$10,000	-	-
Total	-	-	-	\$20,000	-	\$9,408

- Financial Systems Enhancements:** Supports the development and implementation of major enhancements to CBP financial systems to more effectively support operations and mission requirements. With the FY 2022 funding, CBP will implement a Department of Treasury mandated solution for Government (G)-Invoicing, which is the system solution for Federal program agencies (FPAs) to manage their intragovernmental buy/sell transactions. G-Invoicing will ensure CBP can effectively and efficiently negotiate and accept General Terms and Conditions agreements, broker orders, exchange performance information, and validate settlement requests through IPAC with all its partner FPAs. Implementing G-Invoicing will ultimately reduce FPA intragovernmental buy/sell differences by 90 percent.

- Human Resources Information Technology (HRIT) Modernization: This funding supports CBP’s ongoing Employee Lifecycle 360 modernization efforts to transition from a legacy platform to a modern, cloud-based platform, which will support critical HRIT services related to recruiting, hiring, retaining, and supporting the CBP workforce. Building upon the migration of the hiring functionality in FY 2021, the migration plan in FY 2022 focuses on employee services to include labor and employee relations, personal financial disclosure documents, performance management, safety inspections, employee drug testing, and retirements and benefits. Deployment on a modernized platform will offer better capabilities, reducing the development and delivery times needed to rapidly innovate personnel functions.
- Unified Immigration Portal (UIP): The FY 2022 President’s Budget does not include any additional funding for this investment. FY 2021 PC&I funding continued development of the UIP, which began with \$30.0M received through the *Emergency Supplemental Appropriations for Humanitarian Assistance and Security at the Southern Border Act, 2019*. The UIP addressed current challenges regarding immigration data sharing. UIP will provide a “single window” view into immigration related events and data for all stakeholders, which will decrease immigration processing times and cost.

Border Security Assets and Infrastructure – PPA**Budget Comparison and Adjustments****Comparison of Budget Authority and Request***(Dollars in Thousands)*

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Integrated Fixed Towers (IFT)	\$1,142	-	-	-
Remote Video Surveillance Systems (RVSS)	\$40,740	-	-	-
Mobile Video Surveillance System (MVSS)	\$14,800	-	-	-
MVSS_M2S2 Modular Mobile Surveillance System	-	\$15,000	-	(\$15,000)
Border Security Assets and Infrastructure End Items	\$77,106	\$123,000	\$54,315	(\$68,685)
Border Wall System Program	\$1,375,000	\$1,375,000	-	(\$1,375,000)
Total	\$1,508,788	\$1,513,000	\$54,315	(\$1,458,685)
Subtotal Discretionary - Appropriation	\$1,508,788	\$1,513,000	\$54,315	(\$1,458,685)

PPA Level I Description

The Border Security Assets and Infrastructure PPA provides funding for the technology and assets needed to conduct CBP's border security mission. CBP protects the Nation through the coordinated use of personnel, technology, and infrastructure to detect, interdict, and prevent acts of terrorism and the unlawful movement of people, illegal drugs, and other contraband across the borders of the United States. This PPA funds investments in detection and surveillance equipment to enhance situational awareness and to facilitate border enforcement; pedestrian and vehicle fencing; and other tactical border infrastructures such as roads, lighting, low water crossings, bridges, drainage, and grate systems, and marine ramps.

This PPA is comprised of the following investments/activities:

Integrated Fixed Towers (IFT): This investment provides automated, persistent wide-area surveillance for the detection, tracking, identification, and classification of illegal entries in threat areas where mobile surveillance systems are not a viable and/or long-term solution.

Remote Video Surveillance Systems (RVSS): This investment consists of permanently mounted remotely controlled systems of daylight or infrared cameras, which enhance situational awareness of border activity and facilitate proper law enforcement resolution.

Mobile Video Surveillance Systems (MVSS): This investment consists of sensor equipment mounted on a telescoping mast of a light-duty pickup truck. MVSS can be rapidly deployed to provide the best visual range for surveillance of several miles and provide situational awareness to the USBP.

Modular Mobile Surveillance System (M2S2): This investment, the successor to the MVSS investment, consists of Non-Developmental Items (NDI)/Commercial Off the Shelf (COTS) surveillance systems based on a light truck, with radar and camera sensors, and backhaul communications capability. The surveillance system is modular, therefore giving USBP the ability to tailor it's configuration to different mission needs along the Southern and Northern borders.

Border Wall System Program: This investment includes real estate and environmental planning, land acquisition, wall system design, construction, and construction oversight of a physical barrier system.

Border Security Assets and Infrastructure End Items: These procurements include funding for multiple technologies and assets for the USBP. They include programs that exceed the \$250,000 PC&I threshold for end items, or items that have been previously appropriated to the PC&I account, but are not part of the DHS MAOL.

Border Security Assets and Infrastructure – PPA Budget Authority and Obligations

(Dollars in Thousands)

	FY 2020	FY 2021	FY 2022
Enacted/Request	\$1,508,788	\$1,513,000	\$54,315
Carryover - Start of Year	\$1,046,468	\$425,998	\$1,654,270
Recoveries	\$30,310	-	\$500,000
Rescissions to Current Year/Budget Year	(\$20,000)	(\$42,036)	(\$1,918,346)
Net Sequestered Resources	-	-	-
Reprogramming/Transfers	(\$25,675)	-	-
Supplementals	-	-	-
Total Budget Authority	\$2,539,891	\$1,896,962	\$290,239
Collections - Reimbursable Resources	-	-	-
Collections - Other Sources	-	-	-
Total Budget Resources	\$2,539,891	\$1,896,962	\$290,239
Obligations (Actual/Estimates/Projections)	\$2,214,009	\$242,692	\$94,906
Personnel: Positions and FTE			
Enacted/Request Positions	-	-	-
Enacted/Request FTE	-	-	-
Onboard and Actual FTE			
Onboard (Actual/Estimates/Projections)	-	-	-
FTE (Actual/Estimates/Projections)	-	-	-

Table includes slight errors due to a difference between when execution data was pulled - please reference budget appendix for correct figures.

Border Security Assets and Infrastructure – PPA
Summary of Budget Changes*(Dollars in Thousands)*

	Positions	FTE	Amount
FY 2020 Enacted	-	-	\$1,508,788
FY 2021 Enacted	-	-	\$1,513,000
FY 2022 Base Budget	-	-	-
Border Security Assets and Infrastructure End Items	-	-	\$54,315
Total Investment Elements	-	-	\$54,315
FY 2022 Request	-	-	\$54,315
FY 2021 TO FY 2022 Change	-	-	(\$1,458,685)

Border Security Assets and Infrastructure – PPA**Non Pay Budget Exhibits****Non Pay by Object Class***(Dollars in Thousands)*

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
25.1 Advisory & Assistance Services	\$2,000	-	\$2,498	\$2,498
25.2 Other Services from Non-Federal Sources	\$20,626	\$95,000	\$51,817	(\$43,183)
31.0 Equipment	\$111,162	\$43,000	-	(\$43,000)
32.0 Land and Structures	\$1,375,000	\$1,375,000	-	(\$1,375,000)
Total - Non Pay Budget Object Class	\$1,508,788	\$1,513,000	\$54,315	(\$1,458,685)

Border Security Assets and Infrastructure – PPA
Capital Investment Exhibits**Capital Investments***(Dollars in Thousands)*

	Acquisition Level	IT/ Non-IT	MAOL	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget
024_000005217 - Integrated Fixed Towers (IFT)	Level 2	IT	Yes	\$1,142	-	-
024_000005220 - Remote Video Surveillance Systems (RVSS)	Level 1	IT	Yes	\$40,740	-	-
024_000005254 - Mobile Video Surveillance System (MVSS)	Level 2	IT	Yes	\$14,800	-	-
024_000005279 - MVSS_M2S2 Modular Mobile Surveillance System	Non-Major	IT	No	-	\$15,000	-
N024_000005266 - Border Wall System Program	Level 1	Non-IT	Yes	\$1,375,000	\$1,375,000	-
N/A - Border Security Assets and Infrastructure End Items	Non-Major	IT	No	\$77,106	\$123,000	\$54,315

Integrated Fixed Towers – Investment Capital Investment Exhibits

Procurement/Acquisition Programs

(Dollars in Thousands)

	Acquisition Level	IT/ Non-IT	MAOL	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget
024_000005217 - Integrated Fixed Towers (IFT)	Level 2	IT	Yes	\$1,142	-	-

Investment Description

Integrated Fixed Towers (IFT) technology provides automated, persistent wide-area surveillance for the detection, tracking, identification, and classification of illegal entries in threat areas where mobile surveillance systems are not a viable and/or long-term solution. When multiple IFT fixed surveillance tower units (FSTU) are integrated into a system with a Common Operating Picture (COP), the USBP can increase situational awareness and monitor a larger area of interest.

Each IFT FSTU consists of a surveillance radar and electro-optical/infrared (EO/IR) camera, power generation, and communications to a Command and Control Center (C2CEN). The IFT system integrates and displays data from all IFT FSTUs to continuously detect and track items of interest (IoIs) across a Border Patrol Station Area of Responsibility (AOR). The information is provided to the COP for identification and classification by a trained operator. The near real-time high-quality video of operator selected IoIs is used to identify and classify the interest. Radar IoI data from one or more IFT FSTUs across the AOR is shown geospatially on workstations that also display the video of operator selected IoIs.

Justification

The FY 2022 Budget does not include any additional funds for this investment. Funding received in prior fiscal years will achieve full operational capacity (FOC)¹ of six AORs in FY 2021.

FY 2020 Key Milestone Events

- Continued development of selected Deferred-Operational Requirements Document (D-ORD) Requirements.
- Initiated IFT-RVSS Integration at Nogales AOR.
- Completed IFT COP Technical Demonstrations.
- Initiated HD Camera Upgrades in Nogales and Douglas AORs.

¹ IFT FOC Objective – Q2 FY 2021; Threshold – Q3 FY 2021

FY 2021 Planned Key Milestone Events

- Completed selected Deferred-Operational Requirements Document (D-ORD) Requirements Development.
- Complete IFT-RVSS Integration at Nogales AOR.
- Integration of COP System Integration Lab (SIL) at Southwest Field Office (SWFO) and test site at Douglas AOR.
- Complete HD Camera Upgrades in Nogales and Douglas AORs.
- Complete Casa Grande/Ajo-2 AOR Deployment for the Tohono O’odham nation (TON).
- Achieve IFT Acquisition Program Baseline (APB) FOC.

FY 2022 Planned Key Milestone Events

- Procure COP software licenses and integration services to support the follow-on COP Program.

Overall Investment Funding

<i>(Dollars in Thousands)</i>	Prior Years	FY 2020	FY 2021	FY 2022
Operations and Support	\$28,994	\$19,912	\$24,042	\$26,810
Procurement, Construction, and Investments	\$100,825	\$13,367	-	-
Legacy Appropriation	\$189,328			
Total Project Funding	\$319,147	\$33,279	\$24,042	\$26,810
Obligations	\$313,703	\$12,245		
Expenditures	\$280,116	\$4,370		

Contract Information (Current/Execution Year, Budget Year)

Contract Number	Contractor	Type	Award Date (mo/yr)	Start Date (mo/yr)	End Date (mo/yr)	EVM in Contract	Total Value (Dollars in Thousands)
HSBP1014C00004	EFW, Inc.	Firm Fixed Price	02/2014	02/2014	08/2022	No	\$238,991
W912PL19R0011	FM&E/USACE	IAA	08/2019	08/2019	09/2023	No	\$28,946
9890000088	Dept of the Army	IAA	09/2019	09/2019	09/2021	No	\$3,611
70B02C19K00000103	USNAVY NIWC	IAA	08/2019	08/2019	09/2021	No	\$625

Significant Changes to Investment since Prior Year Enacted

Per the FY 2020 Section 503 Reprogramming Notification to Congress, \$18.5M (\$6.3M Prior Year and \$12.225 FY 2020) was transferred from O&S to PC&I for HD Camera Upgrades at Nogales and Douglas AORs, the Vamori Wash high water crossing in the TON, and for COP efforts. Transfer is reflected in the Overall Investment table above.

Investment Schedule

Description	Design Work		Project Work	
	Initiated	Completed	Initiated	Completed
	FY 2020			
D-ORD Requirements Development			FY 2018 Q4	FY 2021 Q3
Initiate IFT-RVSS Integration at Nogales AOR			FY 2020 Q2	FY 2021 Q3
Initiate HD Camera Upgrades in Nogales and Douglas AORs			FY 2020 Q4	FY 2021 Q4
	FY 2021			
D-ORD Requirements Development			FY 2020 Q4	FY2021 Q3
Complete IFT-RVSS Integration at Nogales AOR			FY 2020 Q2	FY 2021 Q3
Complete HD Camera Upgrades in Nogales and Douglas AORs			FY 2020 Q4	FY 2021 Q4
Integration of COP SIL at SWFO and test site at Douglas AOR			FY 2021 Q1	FY 2022 Q2
Complete Casa Grande/Ajo-2 Deployment			FY 2019 Q3	FY 2021 Q3
	FY 2022			
Integration of COP SIL at SWFO and test site at Douglas AOR			FY 2021 Q1	FY 2022 Q2

Remote Video Surveillance Systems – Investment Capital Investment Exhibits

Procurement/Acquisition Programs

(Dollars in Thousands)

	Acquisition Level	IT/ Non-IT	MAOL	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget
024_000005220 - Remote Video Surveillance Systems (RVSS)	Level 1	IT	Yes	\$40,740	-	-

Investment Description

RVSS is a remotely controlled system of daylight and infrared cameras mounted to an elevated structure (i.e., fixed/relocatable towers, buildings). The images are transmitted, monitored, and recorded at a central location. The Command and Control Center (C2CEN), Network Operations Center/Security Operations Centers, and LAN rooms are also part of the system. The RVSS is deployed to monitor large spans of the international border or critical transit nodes. The program will address technology obsolescence by upgrading selected existing RVSS sites with new surveillance capability and deploying assets to new sites in areas that are trafficked with illegal activity along the Southwest Border. Increased situational awareness through persistent surveillance and detection facilitates law enforcement resolution.

Justification

The FY 2022 Budget does not include any additional funds for this investment. Funding received in prior fiscal years will be used to complete RVSS-U deployments in the Rio Grande Valley (RGV) Sector, and complete a portion of Laredo (LRT) Sector (Hebbronville, Laredo West, Zapata, Freer, and Cotulla Station AORs).

FY 2020 Key Milestone Events

- Completed C2 construction and deployment at facilities in Fort Brown, Brownsville, Kingsville, and Falfurrias Station AORs in RGV sector.
- Funded real estate procurement for tower sites in Laredo Sector to support the new technology contract deployments.
- Began technology deployment of fixed towers in Laredo West, Zapata, and Hebbronville Station AORs.
- Completed transition to centralized Network Operations Center/Security Operations Center (NOC/SOC) for Naco, Douglas, McAllen, Rio Grande City, and Weslaco USBP Stations

FY 2021 Planned Key Milestone Events

- Complete deployments of relocatable towers to McAllen, Weslaco, Fort Brown, Harlingen, and Brownsville Station AORs in the Rio Grande Valley (RGV) sector.
- Completed transition to centralized Network Operations Center/Security Operations Center (NOC/SOC) for Yuma, Ajo Pagago Farms, Fort Brown, Brownville, Harlingen, and Laredo West USBP Stations.

FY 2022 Planned Key Milestone Events

- Complete deployment of relocatable towers to Rio Grande City AOR in the Rio Grande Valley (RGV) sector.
- Complete real estate acquisition for Cotulla and Freer Border Patrol Stations.
- Complete real estate acquisitions for Laredo West, Zapata, and Hebbronville Border Patrol Stations in Laredo Sector.
- Complete technology deployments at Laredo West, Zapata, Hebbronville, Cotulla, and Freer Border Patrol Stations.
- Complete buildout of permanent C2 facility at Harlingen AoR in the Rio Grande Valley (RGV) sector.
- Complete buildout of permanent C2 facilities at Laredo West, Zapata, and Hebbronville AoRs in the Laredo sector.

Overall Investment Funding

<i>(Dollars in Thousands)</i>	Prior Years	FY 2020	FY 2021	FY 2022
Operations and Support	\$94,381	\$43,165	\$32,921	\$27,209
Procurement, Construction, and Investments	\$367,910	\$40,740*	\$10,700**	-
Research and Development	-	-	-	-
Legacy Appropriation	-			
Total Project Funding	\$462,291	\$83,905	\$43,621	\$27,209
Obligations	\$458,885	\$48,600		
Expenditures	\$319,004	\$24,678		

*\$29.6M was internally realigned to Autonomous Surveillance Towers (AST) program within BSAI End Items.

**\$10.7M – additional funding was part of the \$95M for Border Security Technology, funded in the FY 2021 Enactment.

Contract Information (Current/Execution Year, Budget Year)

Contract Number	Contractor	Type	Award Date (mo/yr)	Start Date (mo/yr)	End Date (mo/yr)	EVM in Contract	Total Value (Dollars in Thousands)
HSBP1014X00155	Federal Aviation Administration (FAA) Logistics Center	IAA	10/2014	10/2014	09/2024	No	\$160,006
HSBP1013C00042	General Dynamics One Source (GDOS), LLC	Firm Fixed Price	07/2013	07/2013	09/2023	No	\$152,976
HSBP02C18K0078	GSA FAS AAS FEDSIM NAT'L IT PRGM	IAA	09/2019	09/2019	09/20221	No	\$29,411
HSBP1012X00125	Federal Aviation Administration (FAA) Logistics Center	IAA	10/2012	10/2012	09/2021	No	\$19,668

Significant Changes to Investment since Prior Year Enacted

None

Investment Schedule

Description	Design Work		Project Work	
	Initiated	Completed	Initiated	Completed
	FY 2020			
RGV Brownsville and Kingsville AOR C2 Permanent Construction	FY 2019 Q2	FY 2019 Q4	FY 2019 Q4	FY 2020 Q2
RGV Falfurrias AOR C2 Permanent Construction	FY 2019 Q2	FY 2019 Q4	FY 2019 Q4	FY 2020 Q2
	FY 2021			
Complete RGV Real Estate Acquisition			FY 2017 Q3	FY 2021 Q3
Complete Re-locatable GDOS Technology Deployment (McAllen)			FY 2018 Q2	FY 2021 Q4
Complete Re-locatable GDOS Technology Deployment (Weslaco)			FY 2018 Q2	FY 2021 Q4
Complete Re-locatable GDOS Technology Deployment (Fort Brown)			FY 2019 Q2	FY 2021 Q4
Complete Re-locatable GDOS Technology Deployment (Harlingen and Brownsville AORs)			FY 2019 Q2	FY 2021 Q4

Border Security Assets and Infrastructure – PPA**Remote Video Surveillance Systems**

	FY 2022			
Complete Re-locatable GDOS Technology Deployment (Rio Grande City AOR)			FY 2018 Q2	FY 2022 Q1
Laredo C2 Design and Construction	FY 2020 Q4	FY 2021 Q3	FY 2020 Q2	FY 2022 Q3
New Sensor Tower Construction (Kingsville AOR)			FY 2021 Q4	FY 2022 Q1
New Sensor Tower Construction (Falfurrias AOR)			FY 2021 Q4	FY 2022 Q1
RGV Harlingen AOR C2 Permanent Construction	FY 2019 Q2	FY 2019 Q4	FY 2019 Q4	FY 2022 Q1
Re-locatable GDOS Technology Deployment (Cotulla)			FY 2021 Q4	FY 2022 Q4
Re-locatable GDOS Technology Deployment (Freer)			FY 2022 Q1	FY 2022 Q4
GDOS Technology Deployment (Fixed) (Kingsville AOR)			FY 2019 Q2	FY 2022 Q1
GDOS Technology Deployment (Fixed) (Falfurrias AOR)			FY 2019 Q2	FY 2022 Q2
Re-locatable GDOS Technology Deployment (Laredo West)			FY 2020 Q1	FY 2022 Q3
Re-locatable GDOS Technology Deployment (Hebbronville)			FY 2020 Q1	FY 2022 Q4
Re-locatable GDOS Technology Deployment (Zapata)			FY 2020 Q1	FY 2022 Q4
RGV McAllen, Weslaco, Rio Grande City, Ft. Brown, Harlingen, and Brownsville Technology Deployment (Fixed Towers) (Dependent upon Border Wall System Program Schedule)			FY 2022 Q4	FY 2023 Q2
Laredo Real Estate Acquisition (Laredo West, Hebbronville, Zapata)			FY 2020 Q1	FY 2022 Q3
Laredo Real Estate Acquisition (Remaining Laredo AORs)			FY 2020 Q3	FY 2022 Q4

Mobile Video Surveillance System – Investment Capital Investment Exhibits

Procurement/Acquisition Programs

(Dollars in Thousands)

	Acquisition Level	IT/ Non-IT	MAOL	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget
024_000005254 - Mobile Video Surveillance System (MVSS)	Level 2	IT	Yes	\$14,800	-	-

Investment Description

The MVSS is an integrated suite of sensor equipment mounted on a telescoping mast and attached to the cargo bed of a light-duty pickup truck. It includes an operator workstation located inside the truck cab. MVSS technology enables the visual detection, identification, classification, and tracking of IoIs in both urban and remote areas along the border that are not covered by fixed surveillance technology deployments. MVSS contributes to improved situational awareness, rapid response, and BPA safety. The MVSS can rapidly move and deploy to provide the best visual range for surveillance of several miles. MVSS units provide day and night real-time video and geo-location data that allows the user or operator to determine if there are IoIs or suspicious criminal activities occurring with the area of coverage. The system also provides situational awareness to the interdicting BPA.

Justification

The FY 2022 Budget does not include any additional funds for this investment. Funding received in prior fiscal years will achieve FOC² of 165 units for the MVSS acquisition plan (revised to include only MVSS Phase 1 requirements). These Phase 1 units will provide surveillance coverage along the Southern Border in Texas. The Modular Mobile Surveillance System (M2S2) (also referred to as MVSS Phase 2) will be the successor to MVSS and will provide radar capability to the MVSS system.

FY 2020 Key Milestone Events

- Completed Rio Grande Valley deployment of 28 MVSS units.
- Completed Laredo deployment of 30 MVSS units.

FY 2021 Planned Key Milestone Events

- Complete Del Rio deployment of 30 MVSS units.
- Complete Big Bend deployment of 18 MVSS units.
- Complete El Paso deployment of 30 MVSS units.
- Complete San Diego deployment of 10 MVSS units.
- Complete El Centro deployment of five MVSS units.

² MVSS FOC Objective - Q4 FY 2021; Threshold – Q1 FY 2022

Border Security Assets and Infrastructure – PPA**Mobile Video Surveillance System**

- Complete Yuma deployment of five MVSS units.
- Complete Northern Border deployment of nine MVSS units.
- Achieve FOC for MVSS.

FY 2022 Planned Key Milestone Events

- N/A.

Overall Investment Funding

<i>(Dollars in Thousands)</i>	Prior Years	FY 2020 Enacted	FY 2021	FY 2022
Operations and Support	\$19,197	\$13,973	\$6,764	\$6,764
Procurement, Construction, and Investments	\$77,182	\$14,800*	-	-
Research and Development	-	-	-	-
Legacy Appropriation	-			
Total Project Funding	\$96,379	\$28,773	\$6,764	\$6,764
Obligations	\$77,688	\$19,012		
Expenditures	\$18,746	\$37,736		

*FY20 \$8.3M was internally realigned to AST program within Border Security Assets and Infrastructure (BSAI) End Items.

Contract Information (Current/Execution Year, Budget Year)

Contract Number	Contractor	Type	Award Date (mo/yr)	Start Date (mo/yr)	End Date (mo/yr)	EVM in Contract	Total Value (Dollars in Thousands)
HSBP1016D00002/70B02C18F1465	Tactical Micro, Inc.	IDIQ/FFP	09/2018	09/2019	02/2021	No	\$5,743
HSBP1016D00002/70B02C18F0164	Tactical Micro, Inc.	IDIQ/FFP	03/2018	03/2019	02/2020	No	\$4,189
HSBP1016J00526	NTT Data	IRWA	08/2016	08/2019	08/2020	No	\$1,824
HSBP1014X00155	FAA Logistic Center	IAA/FFS	09/2014	09/2019	09/2024	No	\$13,311

Significant Changes to Investment since Prior Year Enacted

None

Investment Schedule

Description	Design Work		Project Work	
	Initiated	Completed	Initiated	Completed
	FY 2020			
Complete Rio Grande Valley deployment of 28 MVSS units			FY 2019 Q2	FY 2020 Q2
Complete Laredo deployment of 30 MVSS units			FY 2020 Q2	FY 2020 Q3
	FY 2021			
Complete Del Rio deployment of 30 MVSS units			FY 2020 Q4	FY2021 Q1
Complete Big Bend deployment of 18 MVSS units			FY 2021 Q1	FY2021 Q2
Complete El Paso deployment of 30 MVSS units			FY 2021 Q3	FY2021 Q4
Complete San Diego deployment of 10 MVSS units			FY 2021 Q3	FY 2021 Q4
Complete El Centro deployment of 5 MVSS units			FY 2021 Q3	FY 2021 Q3
Complete Yuma deployment of 5 MVSS units			FY 2021 Q2	FY 2021 Q3
Complete Northern Border deployment of 9 MVSS units			FY 2021 Q3	FY 2021 Q4
Achieve FOC for MVSS			FY 2021 Q4	FY2021 Q4
	FY 2022			
N/A				

Modular Mobile Surveillance System – Investment Capital Investment Exhibits

Procurement/Acquisition Programs

(Dollars in Thousands)

	Acquisition Level	IT/ Non-IT	MAOL	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget
024_000005279 - MVSS_M2S2 Modular Mobile Surveillance System	Non-Major	IT	No	-	\$15,000	-

Investment Description

The M2S2 system consists of Non-Developmental Items (NDI)/Commercial Off the Shelf (COTS) surveillance systems based on a light truck, with radar and camera sensors, and backhaul communications capability. The surveillance system is modular, therefore giving USBP the ability to tailor it's configuration to different mission needs along the Southern and Northern Borders.

Justification

No PC&I funding is included in the FY 2022 Budget for this investment. In FY20, funding of \$15M was provided to procure 19 M2S2 systems for rapid deployment. Funding in FY 2021 will result in the procurement of 10-15 NDI/COTS surveillance systems based on a light-truck chassis, with radar and camera sensors, and backhaul communication capability.

FY 2020 Key Milestone Events

- Developed solicitation package to procure 19 M2S2 systems
- Awarded contract for 19 M2S2 systems.

FY 2021 Key Milestone Events

- Develop solicitation package to procure 10 to 15 M2S2 systems
- Award contract to procure 10 to 15 M2S2 systems
- Deploy 19 M2S2 units

FY 2022 Planned Key Milestone Events

- Deploy 10 to 15 M2S2 systems
- Complete Operator Training

Overall Investment Funding

<i>(Dollars in Thousands)</i>	Prior Years	FY 2020	FY 2021	FY 2022
Operations and Support	-	-	-	-
Procurement, Construction, and Improvements	-	\$15,000	\$15,000	-
Research and Development	-	-	-	-
Legacy Appropriations	-	-		
Total Project Funding	-	\$15,000	\$15,000	-
Obligations	-	\$14,445		
Expenditures	-	-		

Contract Information (Current/Execution Year, Budget Year)

Contract Number	Contractor	Type	Award Date (mo/yr)	Start Date (mo/yr)	End Date (mo/yr)	EVM in Contract	Total Value* <i>(Dollars in Thousands)</i>
SPE8EJ19D1002	WS Darley	Firm Fixed Price	09/2020	10/2020	N/A	No	\$14,445

Significant Changes to Investment since Prior Year Enacted

N/A

Investment Schedule

Description	Design Work		Project Work	
	Initiated	Completed	Initiated	Completed
	FY 2020			
Developed solicitation package to procure 19 M2S2 units			FY 2020 Q4	FY 2020 Q4
Awarded contract to procure 19 M2S2 units			FY 2020 Q4	FY 2020 Q4
	FY 2021			

Border Security Assets and Infrastructure – PPA**Modular Mobile Surveillance System**

Description	Design Work		Project Work	
	Initiated	Completed	Initiated	Completed
Develop solicitation package to procure 10 to 15 M2S2 systems.			FY 2021 Q3	FY 2021 Q3
Procurement of 10 to 15 M2S2 systems			FY 2021 Q3	FY 2021 Q3
Deploy 19 M2S2 units			FY 2021 Q3	FY 2021 Q3
	FY 2022			
Deploy 10 to 15 M2S2 systems			FY 2022 Q2	FY 2022 Q3
Complete Operator Training			FY 2022 Q3	FY 2022 Q3

Border Security Assets and Infrastructure End Items – Investment Itemized Procurements

End Items Purchases

(Dollars in Thousands)

	Acquisition Level	IT/ Non-IT	MAOL	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget
N/A - Border Security Assets and Infrastructure End Items	Non-Major	IT	No	\$77,106	\$123,000	\$54,315

End Items Description

Border Security Assets and Infrastructure End Items PPA provides funding for the development, procurement, and deployment of multiple technologies and assets for the USBP. It includes programs that exceed the \$250,000 PC&I threshold for end items, or items that have been previously appropriated to PC&I, but are not part of the DHS MAOL. The following table identifies previously enacted and proposed investments:

End Items Breakdown <i>(Dollars in Thousands)</i>	FY 2020 Enacted		FY 2021 Enacted		FY 2022 President's Budget Submission	
	Quantity	Amount	Quantity	Amount	Quantity	Amount
Border Security Technology	-	-	-	\$95,000	-	-
Common Operating Picture	-	-	-	-	N/A	\$17,500
Small Unmanned Aircraft System	-	-	-	-	10-30	\$8,750
Team Awareness Kit	-	-	-	-	4,246	\$8,750
Counter Unmanned Aircraft Systems (C-UAS)	-	-	-	-	18	\$4,315
Remote Surveillance Technology Innovation	17	\$12,100	-	-	-	-
Autonomous Surveillance Towers (AST)	25	\$20,000*	30	\$28,000	-	-
Border Enforcement Coordination Network (BECN)	N/A	\$15,006	-	-	N/A	\$15,000
Total	42	\$77,106	30	\$123,000	~4,554	\$54,315

*\$29.6M was internally realigned from RVSS to AST and \$8.3M was internally realigned from MVSS to AST. A total of 110 towers are being procured using FY 2020 funds. The realignment is not reflected in the table above and instead the Enacted level is shown.

- Border Security Technology: The FY 2022 Budget does not provide additional funding for this investment. USBP technology investments include fixed and re-locatable tower systems, mobile surveillance systems, subterranean surveillance systems, and command, control and communication (C3) systems. Combined, these technologies give Border Patrol the best possible knowledge of what kind and how much illicit activity is occurring at the border (Situational Awareness (SA), enables informed decision making in response to target areas and detected illegal entries, and improves the safety and security of USBP Agents and the traveling public.
- Common Operating Picture (COP): COP provides capability that integrates with each accessible USBP sensor system and provides a more efficient method to view the activity at the Nation's borders. The COP accepts sensor data, analyzes it to identify and classify detections as potential threats or Items of Interest (IoI). It tracks IoI movement and sends the information to USBP enforcement systems to inform the USBP response and resolution when necessary. COP improves USBP information management, situational awareness and understanding, and Decision-Making capabilities. COP is the primary Human Machine Interface (HMI) with fielded sensor systems. COP monitors sensor status (health) and provides the USBP a central capability to manage and control individual sensors (within the capability of the sensor). FY 2022 funding of \$17.5M will accomplish: (1) selection of a base software package and purchase of software licenses in support of Initial Operating Capability; (2) establishment of a working COP in an operationally relevant environment at the Douglas, Arizona USBP Station; (3) training and operational support for USBP agents operating the COP at Douglas Station; (4) support for an estimated three initial deployments of COP in support of other USBP Programs.
- Small Unmanned Aircraft System (sUAS): The sUAS provides USBP the capability to detect, identify, classify, and track Items of Interest using an aerial platform over rugged and remote terrain resulting in additional situational awareness and increased agent safety. The FY 2022 funding of \$8.8M supports the procurement of new airframes to expand the fleet and the replacement of existing drones that are end of life or beyond economical repair. Approximately 10-30 airframes will be procured depending on airframe type (i.e. VTOL, Fixed, or Hybrid).
- Team Awareness Kit (TAK): TAK is a mobile map-based application that provides law enforcement with increased situational awareness and enhanced effectiveness by providing real time visualization of friendly forces in a geospatial environment. TAK provides essential Command and Control capabilities by fully integrating with various enforcement sensors to include Autonomous Surveillance Towers (AST) and Mobile Surveillance Capable (MSC) vehicles providing users with sensor field of view and real-time data of acquired Points of Interest. TAK allows users shared visualization of geo-points, pictures, maps, overlays, routes, trails and geo-fences essential to streamlining operational effectiveness. The additional \$8.7M PC&I funding would enable USBP to deploy an additional 4,246 TAK kits therefore increasing the situational awareness and presence along our southwest border. This amount funds the initial investment and one year of services.
- Counter Unmanned Aircraft Systems (C-UAS): \$1M of the FY 2022 funding request will be utilized to support market research and a technology demonstration along the Southern Border at multiple Border Patrol Sectors. The remaining \$3.3M will be used to procure 18 C-UAS systems, of which 12 will be agent mobile and six will be transportable on a mobile platform.
- Remote Surveillance Technology Innovation: The FY 2022 Budget does not provide additional funding for this investment. With previous years' funding, USBP is seeking to leverage advancements in COTS technology to procure and deploy low cost, fully autonomous surveillance and detection capabilities known as Autonomous Surveillance Towers (AST).

- Autonomous Surveillance Towers: The FY 2022 Budget does not include any additional funding for this investment. The \$28.0M PC&I funding in FY 2021 will result in the procurement of a total of 30 towers. This technology is an autonomous solution capable of detecting, identifying, and tracking illicit cross border activity. Each tower is a reliable, scalable, cost-effective, rapidly re-locatable mid-range surveillance solution (1.5 miles for human targets, >2.5 miles for vehicles). The autonomous nature of the system reduces the sensor/operator ratio as compared to other analogous surveillance systems and operates with 100 percent renewable/off-grid power. CBP plans to deploy a program total of 200 towers through previously enacted appropriations and the FY 2021 funding.
- Border Enforcement Coordination Network (BECN): This end item supports the modernization of the Border Patrol Enforcement System (BPES) and is composed of IT systems, equipment, and services that support the planning, detection, classification, and analysis of illegal border activity, providing program confluence and database architecture enhancement. The FY 2022 funding of \$15.0M supports a comprehensive modernization of the BPES that will focus on development of improvements in the user experience user interface environment (e.g., UX/UI redesign) and data integration (e.g., back-end architecture) of mission critical border enforcement technology. This includes the agile teams developing hardware and software, shared services and cloud hosting costs, business intelligence and architecture support, and program management requirements associated with the incremental planning, development, testing, and deployment of BECN functionality. The funding will facilitate the transition of legacy BPES systems/applications that begin to migrate from the legacy BPES platform to the new modernized BECN platform. FOC is expected to be achieved by FY 2027.

Border Wall System Program – Investment Capital Investment Exhibits

Procurement

(Dollars in Thousands)

	Acquisition Level	IT/ Non-IT	MAOL	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget
N024_000005266 - Border Wall System Program	Level 1	Non-IT	Yes	\$1,375,000	\$1,375,000	-

Investment Description

This investment funds CBP's construction of a border wall system, which consists of a combination of various types of infrastructure, such as an internally hardened steel-bollard barrier, all-weather roads, lighting, and enforcement cameras. The border wall system impedes and denies illicit cross-border activity by allowing law enforcement an increased response time and greater opportunity for successful law enforcement resolution. Actions to be conducted with this funding include real estate and environmental planning, land acquisition, wall system design, construction, and construction oversight.

Justification

The FY 2022 Budget does not include any additional funding for this investment, and proposes the cancellation of unobligated border wall system program balances.

FY 2020 Key Milestone Events

- Awarded 7 new contracts for FY 2018/FY 2019/FY 2020 DHS-funded projects totaling ~\$1.5B and ~92 miles of new border wall system. This included:
 - ~ 18 miles of FY 2018-funded border barrier projects (RGV-07 ~14 miles and Yuma ~4 miles).
 - ~ 4 miles of FY 2019-funded border barrier projects (RGV-06 ~4 miles).
 - ~ 70 miles of FY 2020-funded border barrier projects [Laredo ~70 miles (4 separate contracts)]. This included the solicitation and award of the first two large-scale CBP-self executed border wall system projects in Laredo Sector for a value of approximately \$565 million and ~ 31 miles.
 - Self-execution of a number of additional smaller projects totaling more than \$17M.
- Completed construction of ~92 miles of DHS-funded new border barrier in FY20. This included:
 - ~ 90 miles of DHS-funded new border barrier system, in place of dilapidated designs.
 - ~ 2 miles of new levee barrier and ~3 miles of new border barrier in the Rio Grande Valley, in locations where no barriers previously existed.
- Initiated FY 2021 project planning and design requirements.

FY 2021 Planned Key Milestone Events

- In accordance with Presidential Proclamation 10142, all border wall system construction activities are currently halted, except for activities that are necessary to avert immediate physical dangers or where an exception is required to ensure that funds appropriated by the Congress fulfill their intended purpose. The FY 2022 Budget proposes the cancellation of all unobligated border wall system program balances.

FY 2022 Planned Key Milestone Events

- In accordance with Presidential Proclamation 10142, all border wall system construction activities are currently halted, except for activities that are necessary to avert immediate physical dangers or where an exception is required to ensure that funds appropriated by the Congress fulfill their intended purpose. The FY 2022 Budget proposes the cancellation of all unobligated border wall system program balances.

Overall Investment Funding

<i>(Dollars in Thousands)</i>	Prior Years	FY 2020	FY 2021	FY 2022
Operations and Support	-	-	\$7,100	\$7,100
Procurement, Construction, and Investments	\$2,750,000	\$1,375,000	\$1,375,000	-
Research and Development	-	-	-	-
Legacy Appropriation	-			
Total Project Funding	\$2,750,000	\$1,375,000	\$1,375,000	\$7,100
Obligations	\$2,602,526	\$1,046,987		
Expenditures	\$760,324	\$574,908		

Contract Information (Current/Execution Year, Budget Year)

Contract Number	Contractor	Type	Award Date (mo/yr)	Start Date (mo/yr)	End Date (mo/yr)	EVM in Contract	Total Value (Dollars in Thousands)
1017X00059	USACE	IAA	04/2017	04/2017	04/2021	No	\$1,672,284
70B01C19K0000070	USACE	IAA	05/2019	05/2019	09/2023	No	\$1,248,000
70B01C20K0000054	USACE	IAA	07/2020	07/2020	06/2025	No	\$742,000
70B01C20F00000394	Caddell Construction	FFP	05/2020	05/2020	04/2022	No	\$275,454

Significant Changes to Investment since Prior Year Enacted

- In accordance with Presidential Proclamation 10142, all border wall system construction activities are currently halted, except for activities that are necessary to avert immediate physical dangers or where an exception is required to ensure that funds appropriated by the Congress fulfill their intended purpose.

Investment Schedule

Description	Design Work		Project Work	
	Initiated	Completed	Initiated	Completed
	FY 2020			
Advertise and Award construction contract and design of 11 miles of RGV Levee Wall (RGV-04) – FY 2019 Funded	FY 2019 Q4	FY 2020 Q1		
Construct 8 miles of RGV Levee Wall (RGV-02) – FY 2018 Funded			FY 2019 Q4	FY 2020 Q4
Construct 3 miles of RGV Wall System (RGV-05) – FY2019 Funded			FY 2020 Q1	FY 2020 Q3
Construct 22-26 miles of Wall replacement– FY 2018 Funded			FY 2019 Q3	FY 2020 Q4
Award construction contract and design of 4 miles of RGV Levee Wall (RGV-06) – FY 2019 Funded	FY 2019 Q4	FY 2020 Q3		
Award construction contract and design of 21 miles of RGV Levee Wall (RGV-08) – FY 2019 Funded	FY 2019 Q4	FY 2020 Q3		
Award construction contract and design of 22 miles of RGV Levee Wall (RGV-09) – FY 2019 Funded	FY 2019 Q4	FY 2020 Q3		
Award construction contract and design of 22 miles of RGV Levee Wall (RGV-10) – FY 2019 Funded	FY 2019 Q4	FY 2020 Q3		
Award construction contract and design of 14 miles of RGV Wall System (RGV-07) – FY 2018 Funded	FY 2020 Q1	FY 2020 Q4		
	FY 2021			
N/A				
	FY 2022			
N/A				

Trade and Travel Assets and Infrastructure – PPA**Budget Comparison and Adjustments****Comparison of Budget Authority and Request***(Dollars in Thousands)*

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Automated Commercial Environment (ACE)	\$10,000	\$10,000	-	(\$10,000)
Non-Intrusive Inspection (NII) Systems Program	\$59,124	-	\$32,000	\$32,000
Trade and Travel Assets and Infrastructure End Items	\$19,000	\$12,530	-	(\$12,530)
Advanced Trade Analytics Platform (ATAP)	-	-	\$12,653	\$12,653
Total	\$88,124	\$22,530	\$44,653	\$22,123
Subtotal Discretionary - Appropriation	\$88,124	\$22,530	\$44,653	\$22,123

PPA Level I Description

The Trade and Travel Assets and Infrastructure PPA provides funding for the technology and assets needed to conduct the Trade and Travel mission. CBP uses the resources of this PPA to procure tools and technology that are critical to the mitigation of threats from terrorists and to the prevention of contraband from entering the U.S. while facilitating the legal flow of people and trade. This includes integrated screening, scanning, and transaction processing systems to enhance the interception of potential threats before they can cause harm while expediting legal trade and travel.

This PPA is comprised of the following investments/activities:

Automated Commercial Environment (ACE): A comprehensive system that enables CBP to interact, manage, and oversee import and export data, enforcement systems, and cargo related financial processes.

Non-Intrusive Inspection (NII) Systems Program: Includes Large Scale (LS) systems that enable CBPOs and BPAs to quickly and effectively examine large volumes of traffic at U.S. POEs and border crossings. Small Scale (SS) systems procurements, as well as the sustainment of all NII, are funded within CBP's O&S appropriation.

Trade and Travel Assets and Infrastructure End Items: Include multiple technologies and assets that mitigate threats from terrorists and prevent contraband from entering the country. It includes programs that exceed the \$250,000 PC&I threshold for end items, or were previously appropriated to PC&I, but are not part of the DHS MAOL.

Advanced Trade Analytics Platform (ATAP): An analytics platform that will allow CBP to effectively manage and analyze the extremely large amounts of currently available data.

Trade and Travel Assets and Infrastructure – PPA

Budget Authority and Obligations

(Dollars in Thousands)

	FY 2020	FY 2021	FY 2022
Enacted/Request	\$88,124	\$22,530	\$44,653
Carryover - Start of Year	\$448,906	\$22,206	\$5,632
Recoveries	\$1,700	-	-
Rescissions to Current Year/Budget Year	-	-	-
Net Sequestered Resources	-	-	-
Reprogramming/Transfers	-	-	-
Supplementals	-	-	-
Total Budget Authority	\$538,730	\$44,736	\$50,285
Collections - Reimbursable Resources	-	-	-
Collections - Other Sources	-	-	-
Total Budget Resources	\$538,730	\$44,736	\$50,285
Obligations (Actual/Estimates/Projections)	\$523,524	\$39,104	\$37,714
Personnel: Positions and FTE			
Enacted/Request Positions	-	-	-
Enacted/Request FTE	-	-	-
Onboard and Actual FTE			
Onboard (Actual/Estimates/Projections)	-	-	-
FTE (Actual/Estimates/Projections)	-	-	-

Trade and Travel Assets and Infrastructure – PPA

Summary of Budget Changes

(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	-	-	\$88,124
FY 2021 Enacted	-	-	\$22,530
FY 2022 Base Budget	-	-	-
Non-Intrusive Inspection (NII) Systems Program	-	-	\$32,000
Advanced Trade Analytics Platform (ATAP)	-	-	\$12,653
Total Investment Elements	-	-	\$44,653
FY 2022 Request	-	-	\$44,653
FY 2021 TO FY 2022 Change	-	-	\$22,123

Trade and Travel Assets and Infrastructure – PPA
Non Pay Budget Exhibits

Non Pay by Object Class
(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
25.2 Other Services from Non-Federal Sources	\$15,000	-	-	-
25.7 Operation & Maintenance of Equipment	-	\$12,530	\$12,653	\$123
31.0 Equipment	\$73,124	\$10,000	\$32,000	\$22,000
Total - Non Pay Budget Object Class	\$88,124	\$22,530	\$44,653	\$22,123

Trade and Travel Assets and Infrastructure – PPA
Capital Investment Exhibits

Capital Investments*(Dollars in Thousands)*

	Acquisition Level	IT/ Non-IT	MAOL	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget
024_000005053 - Automated Commercial Environment (ACE)	Level 1	IT	Yes	\$10,000	\$10,000	-
024_000005119 - Non-Intrusive Inspection (NII) Systems Program	Level 1	IT	Yes	\$59,124	-	\$32,000
024_000005283 - Advanced Trade Analytics Platform (ATAP)	Non-Major	IT	Yes	-	-	\$12,653
N/A - Trade and Travel Assets and Infrastructure End Items	Non-Major	IT	No	\$19,000	\$12,530	-

Automated Commercial Environment – Investment Capital Investment Exhibit

Procurement/Acquisition Programs

(Dollars in Thousands)

	Acquisition Level	IT/ Non-IT	MAOL	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget
024_000005053 - Automated Commercial Environment (ACE)	Level 1	IT	Yes	\$10,000	\$10,000	-

Investment Description

ACE forms a comprehensive system that enables CBP to interact, manage, and oversee import and export data, enforcement systems, and cargo related financial processes in order to provide end-to-end visibility of the entire trade cycle. ACE replaces the legacy Automated Commercial System (ACS). ACE is the primary means by which agencies with trade-related responsibilities receive from the trade community the standard set of data and other relevant documentation required for the release of imported cargo and the clearance of cargo for export.

With more automated tools and information, CBP can decide, before a shipment reaches U.S. borders, what cargo to target for further investigative action because it poses a potential risk, as well as what cargo to expedite because it complies with U.S. laws. The Cargo Release project through ACE provides full and integrated import processing, which was not possible in the legacy cargo system. Full and integrated import processing includes being the single window for the international trade community to electronically transmit import data needed by CBP and Partner Government Agencies to assess the safety, security, and compliance of cargo, track and hold suspect cargo, and quickly approve the release of legitimate cargo into the United States.

Justification

The FY 2022 Budget does not include any additional funding for this investment. CBP is the second-largest revenue-collecting agency in the Federal Government, enforcing the collection of over \$84.0B in duties, taxes, and fees. Today, that revenue is collected in ACS, a +30 year-old system housed on a mainframe. The ACE Collections project modernizes the collections system and allows CBP to retire ACS off the mainframe. The development includes a cloud-based platform that reduces CBP costs, provides a common framework that aligns with other initiatives, and is flexible enough to allow for future technological enhancements. The incorporation of the entire Collections Entry Lifecycle in one ecosystem and the ability to utilize trade data from ACE modules will provide a holistic view for both the trade community and CBP. FY 2020 and FY 2021 funding allowed CBP to develop and deploy core system enhancements as well as continue the development of ACE Collections capabilities.

FY 2020 Key Milestone Events

- Deployed Truck Phase 1 (Q3 FY 2020) and Mass Processing Phase 2 (Q3 FY 2020).
- Deploy Analytical Formula for Continuous Bond Sufficiency.
- Deploy enhancements for Secure Flows Initiative.
- Begin development of enhancements to support the United States-Mexico-Canada Agreement (USMCA).
- Continue ACE Collections Development.
- Begin development of Truck Phase 2.

FY 2021 Planned Key Milestone Events

- Deploy Real-Time Automated Surety Interface.
- Deploy Craft Beverages Modernization Act programming.
- Deploy Truck Phases 2 and 3.
- Continue development of enhancements to support USMCA.
- Deploy ACE Collections Releases 2 and 3.
- Begin development Global Business Identifier (Cargo Release only).

FY 2022 Planned Key Milestone Events

- N/A.

Overall Investment Funding

<i>(Dollars in Thousands)</i>	Prior Years	FY 2020	FY 2021	FY 2022
Operations and Support	\$263,817	\$100,361	\$95,404	\$96,849
Procurement, Construction, and Improvements	\$66,027	\$10,000	\$10,000	-
Research and Development	-	-	-	-
Legacy Appropriation	\$3,706,886			
Total Project Funding	\$4,036,730	\$110,361	\$105,404	\$96,849
Obligations	\$3,975,017	\$47,891		
Expenditures	\$3,876,039	\$47,891		

Contract Information (Current/Execution Year, Budget Year)

Contract Number	Contractor	Type	Award Date (mo/yr)	Start Date (mo/yr)	End Date (mo/yr)	EVM in Contract	Total Value (Dollars in Thousands)
70B05C19F00000381	Dev Technology Group	Firm Fixed Price	12/2019	12/2019	11/2020	No	\$65,376
70B04C18F00000071	Unisys	Time and Materials	09/2018	09/2018	09/2021	No	\$25,085
70B05C18F00001153	Panamerica Computers	Firm Fixed Price	04/2018	04/2018	01/2021	No	\$6,057
70B04C19P00000574	Impyrian	Firm Fixed Price	09/2019	09/2019	09/2020	No	\$3,997
70B04C18F00001288	Blue Tech	Time and Materials	09/2018	09/2018	09/2020	No	\$3,112

Significant Changes to Investment since Prior Year Enacted

None

Investment Schedule

Description	Design Work		Project Work	
	Initiated	Completed	Initiated	Completed
	FY 2020			
Deploy Truck Phase 1			FY 2019 Q1	FY 2020 Q3
Deploy Mass Processing Phase 2			FY 2019 Q1	FY 2020 Q3
USMCA – Harmonized Tariff Scheduled (HTS) Database and Special Program Indicator (SPI) Table Updates	FY 2020 Q1	FY 2020 Q1	FY 2020 Q1	FY 2020 Q3
USMCA Reconciliation Changes	FY 2020 Q1	FY 2020 Q1	FY 2020 Q1	FY 2020 Q3
Analytical Formula for Continuous Bond Sufficiency	FY 2020 Q1	FY 2020 Q1	FY2020 Q1	FY 2020 Q4
Enhancements to Agricultural Programs and Trade Law (APTL) Workspace	FY 2020 Q3	FY 2020 Q3	FY 2020 Q3	FY 2020 Q4
Secure Flows Initiative	FY 2020 Q3	FY 2020 Q3	FY 2020 Q3	FY 2020 Q4
Global Business Identifier	FY 2020 Q3	FY 2020 Q3	FY 2020 Q4	FY 2020 Q4

Trade and Travel Assets and Infrastructure – PPA**Automated Commercial Enviroment**

Description	Design Work		Project Work	
	Initiated	Completed	Initiated	Completed
	FY 2021			
Real-Time Automated Surety Interface	FY 2020 Q1	FY 2020 Q1	FY 2020 Q1	FY 2021 Q1
Craft Beverages Modernization Act	FY 2020 Q3	FY 2020 Q3	FY 2020 Q3	FY 2021 Q1
ACE Collections Release 2	FY 2020 Q3	FY 2020 Q3	FY 2020 Q3	FY 2021 Q2
Truck Manifest Phase 2	FY 2020 Q2			FY 2021 Q2
ACE Collections Release 3	FY 2020 Q3	FY 2020 Q3	FY 2020 Q3	FY 2021 Q3
	FY 2022			
N/A				

Advanced Trade Analytics Platform– Investment Capital Investment Exhibit

Procurement/Acquisition Programs

(Dollars in Thousands)

	Acquisition Level	IT/ Non-IT	MAOL	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget
024_000005283 - Advanced Trade Analytics Platform (ATAP)	Non-Major	IT	Yes	-	-	\$12,653

Investment Description

In order to execute CBP's trade mission, the agency must establish a holistic view of entities and the trade environment to predict and identify threats and opportunities to best deliver consequences and facilitate compliant trade. The Advanced Trade Analytics Platform (ATAP) establishes CBP's long-term commitment to trade-focused analytics within the agency, allowing CBP to effectively manage and analyze the massive amounts of data currently available, a process which today involves manual data manipulation and manual processing, resulting in significant inefficiencies and less than optimal execution of the mission. By investing in the ATAP program, CBP will acquire capabilities that: (1) provide a single, organized point of access for all of CBP's internal and external trade-related data to be stored to enhance trade processing, analysis, and enforcement; (2) utilize the latest technological capabilities to enhance CBP's descriptive, diagnostic, predictive, and prescriptive analytical capabilities against that data; (3) provide unified case management and cross-organizational collaboration tools for use by end users; (4) powerful visualization capabilities unlocked from enhanced sources of data; and (5) a service delivery model that will provide trade-focused data science expertise to the agency, allowing CBP to develop customized solutions for the trade mission issues presented to CBP every day. The implementation of ATAP will allow CBP to make use of advanced analytic modeling, artificial intelligence, and machine learning methods to enable a rapid and effective response to global trade mission threats and enforcement challenges currently hindering the execution of CBP's trade mission. The program will allow CBP to establish a proactive risk management posture and enable the agency to better respond to the needs of stakeholders at all levels.

Justification

The FY 2022 Budget includes \$12.7M for ATAP. This funding will support development activities as follows:

- \$6.7M to procure contract support for the development, testing, integration, and deployment of ATAP's data platform application, including:
 - Ingestion and integration of significant sources of trade information into the ATAP data platform established by prior program investments.
 - Development support necessary to successfully develop analytic models in conjunction with the data science teams established by the program.
 - Installation, configuration, and support for data visualization capabilities required to access enhanced sources of information provided by the ATAP program.

- \$3.3M for the development, testing, and deployment of ATAP's Case Management modules, including capabilities supporting Forced Labor investigations, Regulatory Audit Case Management, and Intellectual Property Rights (IPR) Recordation.
- \$2.7M to procure contract for a data scientist, architecture, and engineering support who are responsible for implementing and deploying Advanced Analytic capabilities and models of the system.

ATAP capabilities have already yielded quantifiable results, even while operating under the limited development authority granted during the acquisition planning process. Utilizing its automated data ingestion and analytic modeling capabilities, the ATAP program identified, on a weekly basis, an average of 165,000 potential violative shipments, at an estimated value of \$52M per week, related to Section 321 violations with regards to low-value shipments that are potentially escaping duty payment and health and safety requirements. From August 2020 through March 2021, there were over 5 million potential ineligible shipments in the air, rail and sea environment, valued at \$1.8B. Moreover, ATAP's data visualization has provided top CBP leadership with a dashboard to enable them to easily use the data, providing key insights into the current trade environment and supporting CBP's strategic decision making and enforcement actions.

FY 2020 Key Milestone Events

- Completed ADE-1 Validate Needs – December 18, 2019.
- Completed SAP HANA Technical Demonstration – August 17, 2020.
- Completed Alternatives Analysis – August 21, 2020.
- Completed ADE-2A Program Approval – August 31, 2020.
- Began development of Enforce and Protect Act (EAPA) Case Management Capability.

FY 2021 Actual and Planned Key Milestone Events

- Completed ADE-2B Approval to Begin Development – March 18, 2021.
- Complete development and deployment of ATAP data platform.
- Begin development of interfaces supporting the ingestion of critical sources of trade information, primarily focused on data related to cargo processing.
- Continue the development, deployment, and support of analytic models in support of high priority trade problems.
- Complete the development and deployment of ATAP's primary data visualization capabilities in support of analytic modeling and self-service analytic efforts within CBP.
- Completed development and deployment of Enforce and Protect Act (EAPA) Case Management Capability – March 31, 2021.
- Begin development of Forced Labor Case Management capabilities.
- Begin development of Regulatory Audit Case Management capabilities.

FY 2022 Planned Key Milestone Events

- Complete data migration for critical sources of trade information, including information related to cargo processing, collections, and penalties.
- Complete development and deployment of Forced Labor Case Management Capability.
- Complete Forced Labor data migration.
- Complete development and deployment of Regulatory Audit Case Management Capability.
- Complete Regulatory Audit data migration.
- Complete development and deployment of Intellectual Property Rights (IPR) Case Management capabilities.
- Complete IPR data migration.
- Complete Quality and Uniformity Information Control System (QUICS) Case Management Capability.
- Complete QUICS data migration.

Overall Investment Funding

<i>(Dollars in Thousands)</i>	Prior Years	FY 2020	FY 2021	FY 2022
Operations and Support	-	-	\$5,000	\$5,396
Procurement, Construction, and Improvements	-	\$12,000*	\$12,530*	\$12,653
Research and Development	-	-	-	-
Legacy Appropriations	-			
Total Project Funding	-	\$12,000	\$17,530	\$18,049
Obligations	-	\$3,840		
Expenditures	-	\$2,899		

*Funds in these fiscal years were enacted in Trade and Travel Assets and Infrastructure End Items.

Contract Information (Current/Execution Year, Budget Year)

Contract Number	Contractor	Type	Award Date (mo/yr)	Start Date (mo/yr)	End Date (mo/yr)	EVM in Contract	Total Value* (Dollars in Thousands)
70B06C19F00000013	GDIT	Task Order	11/2018	07/2020	11/2023	No	\$2,886
70B06C20F00000895	Elder Research	Task Order	09/2020	09/2020	09/2025	No	\$2,319
70B05C19F00000381	Dev Tech	Task Order	07/2019	07/2019	09/2021	No	\$1,819
70B04C19F00001147	Booz Allen & Hamilton	Task Order	09/2019	06/2020	09/2024	No	\$1,539
70B01C20F00001339	Grant Thornton	Task Order	09/2020	09/2020	09/2021	No	\$1,372

Significant Changes to Investment since Prior Year Enacted

Within the last 12 months, the ATAP program as completed Acquisition Decision Event (ADE)-2A and 2B, in which CBP leadership approved the program to begin development. Thus far, the program has commenced work on the ATAP data platform and supporting infrastructure, initiated work on two analytic models supporting Section 321 violations and regulatory audit candidate selection, and developed and deployed EAPA Case Management Capabilities. The program continues to make significant progress on the development of its current initiatives across the program's various work streams, while further refining requirements related to its data ingestion efforts, Forced Labor, and Regulatory Audit case management capabilities.

Investment Schedule

Description	Design Work		Project Work	
	Initiated	Completed	Initiated	Completed
	FY 2020			
ADE-1			Q1 FY 2020	Q1 FY 2020
ADE-2A			Q1 FY 2020	Q4 FY 2020
	FY 2021			
ADE-2B			Q4 FY 2020	Q2 FY 2021
EAPA Case Management	Q4 FY 2020	Q1 FY 2021	Q1 FY 2021	Q2 FY 2021

Trade and Travel Assets and Infrastructure – PPA**Advanced Trade Analytics Platform**

Description	Design Work		Project Work	
	Initiated	Completed	Initiated	Completed
	FY 2022			
Data Ingestion and Integration for ACE data	Q4 FY 2020	Q2 FY 2021	Q2 FY 2021	Q1 FY 2022
Data Visualization capabilities for ATAP	Q4 FY 2020	Q2 FY 2021	Q2 FY 2021	Q1 FY 2022
Forced Labor data migration	Q4 FY 2021	Q1 FY 2022	Q1 FY 2022	Q2 FY 2022
Forced Labor Case Management	Q2 FY 2021	Q2 FY 2021	Q3 FY 2021	Q2 FY 2022
Regulatory Audit and Intellectual Property Rights data migration	Q1 FY 2022	Q2 FY 2022	Q2 FY 2022	Q3 FY 2022
Regulatory Audit and Intellectual Property Rights Case Management	Q2 FY 2021	Q3 FY 2021	Q3 FY 2021	Q3 FY 2022
Quality and Uniformity Information Control System (QUICS) data migration	Q2 FY 2022	Q3 FY 2022	Q3 FY 2022	Q4 FY 2022
QUICS Case Management Capability	Q4 FY 2021	Q4 FY 2021	Q1 FY 2022	Q4 FY 2022

Non-Intrusive Inspection Systems Program – Investment Capital Investment Exhibits

Procurement/Acquisition Programs

(Dollars in Thousands)

	Acquisition Level	IT/ Non-IT	MAOL	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget
024_000005119 - Non-Intrusive Inspection (NII) Systems Program	Level 1	IT	Yes	\$59,124	-	\$32,000

Investment Description

The NII Systems Program investment supports the securing and facilitation of CBP's trade and travel operations through procurement and deployment of Large Scale (LS), Small Scale (SS) and Handheld NII systems that enable CBPOs and BPAs to quickly and effectively examine large volumes of traffic at U.S. POEs and border crossings. Currently, CBP utilizes over 370 LS systems and over 4,000 SS systems across POEs. These systems are used to examine approximately 98 percent of rail cars, 15 percent of arrival commercial trucks, one percent of passenger vehicles, and two percent of sea containers.

Justification

The FY 2022 Budget includes \$32.0M to fund up to 6 systems for cargo processing on the Northern Border at Peace Bridge and Gordie Howe International Bridge. CBP will also continue progressing through the acquisition decision events still needed for the emerging NII Integration Program.

To increase scanning rates, CBP will implement a Drive-through NII Concept of Operations (CONOP) in pre-primary inspection where feasible. The CONOP requires system integration in order to securely and quickly transmit NII data to the CBP network. The NII-Integration Program will deliver the necessary capabilities to enable integration between NII systems, select CBP trade and travel operations technology and tools, and secure data transmission to the CBP network. Integrating these areas enhances the overall effectiveness and efficiency of CBP's inspection process at POEs.

FY 2020 Key Milestone Events

- Awarded contract for High-Energy Rail NII Systems to recapitalize systems on the Northern and Southern borders.
- Awarded contracts/delivery orders for 75 Handheld Chemical Analyzers and trace detectors to increase identification capabilities for CBPOs and BPAs, and awarded second contract/delivery orders for up to 88 Handheld Chemical Analyzers and trace detectors.
- Deployed over 25 LS NII Systems procured with prior year funding, including three (3) systems to increase outbound enforcement.
- Deployed over 70 SS NII and Handheld systems procured with prior year funds and decommissioned over 30 aging LS NII systems.
- Achieved Acquisition Decision Event-1 [Needs Phase] for the NII-Integration Program and completed Alternatives of Analysis [Land Segment – NII Integration Program].

FY 2021 Planned Key Milestone Events

- Complete NII Pre-primary Vehicle Scanning Technology Demonstrations.
- Awarded contract for Drive-Through NII Technology for Commercial Occupied Vehicles (Approximately 35 Units).
- Award contract for Drive-Through NII Technology for Passenger Occupied Vehicles.
- Achieve ADE-2 for the Land/Air/and Sea Segments of the NII Integration Program.

FY 2022 Planned Key Milestone Events

- Continue deploying LS NII, SS NII, and Handheld systems procured with prior year funds.

Overall Investment Funding

<i>(Dollars in Thousands)</i>	Prior Years	FY 2020	FY 2021	FY 2022
Operations and Support	\$369,438	\$121,092	\$157,615	\$167,254
Procurement, Construction, and Investments	\$809,955	\$59,124	-	\$32,000
Research and Development	-	-	-	-
Legacy Appropriation	\$2,220,258			
Total Project Funding	\$3,399,651	\$180,216	\$157,615	\$199,254
Obligations	\$3,123,486	\$143,462		
Expenditures	\$60,000	\$17,367		

Contract Information (Current/Execution Year, Budget Year)

Contract Number	Contractor	Type	Award Date (mo/yr)	Start Date (mo/yr)	End Date (mo/yr)	EVM in Contract	Total Value (Dollars in Thousands)
HSBP1016C00103	Leidos	Firm Fixed Price	09/2016	09/2016	08/2021	No	\$154,749
70B03C18F00001179	Leidos	Firm Fixed Price	08/2019	08/2019	01/2032	No	\$64,000
70B03C18F00000721	AS&E	Firm Fixed Price	11/2019	11/2019	09/2028	No	\$61,920
HSBP1016J00873	AS&E	Firm Fixed Price	12/2017	12/2017	09/2028	No	\$38,471

Trade and Travel Assets and Infrastructure – PPA
Non-Intrusive Inspection Systems Program

Contract Number	Contractor	Type	Award Date (mo/yr)	Start Date (mo/yr)	End Date (mo/yr)	EVM in Contract	Total Value (Dollars in Thousands)
70B03C20F00000452	Rapiscan Systems, Inc	Firm Fixed Price	07/2020	07/2020	12/2031	No	\$30,264

Significant Changes to Investment since Prior Year Enacted

None

Investment Schedule

Description	Design Work		Project Work	
	Initiated	Completed	Initiated	Completed
	FY 2020			
Contract / Delivery Order Awards LS NII (High-Energy Rail)			FY 2018 Q3	FY 2020 Q3
System Deployment(s): LS NII, SS NII Handheld			FY 2020 Q1	FY 2020 Q4
Technology Demonstration: Drive Through NII Vehicle Scanning (joint efforts with DHS S&T)			FY 2018 Q3	FY 2021 Q2/Q3
	FY 2021			
Contract Award: Drive-Through NII for COV			FY 2019 Q4	FY 2022 Q4
Contract Award: Drive-Through NII for POV			FY 2019 Q4	FY 2021 Q1
System Deployment(s): LS NII, SS NII, Handheld			FY 2020 Q1	FY 2020 Q4
	FY 2022			
Initiate deployments for POV Pre-Primary Scanning			FY 2022 Q3	FY 2024 Q4
Initiate deployments for COV Pre-Primary Scanning			FY 2022 Q2	FY 2024 Q4
System Deployments(s): LS NII, SS NII, Handheld			FY 2022 Q1	FY2022 Q4

Trade and Travel Assets and Infrastructure End Items – Investment Itemized Procurements

End Items Purchases

(Dollars in Thousands)

	Acquisition Level	IT/ Non-IT	MAOL	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget
N/A - Trade and Travel Assets and Infrastructure End Items	Non-Major	IT	No	\$19,000	\$12,530	-

End Items Description

Trade and Travel Assets and Infrastructure End Items include funding for the development, procurement, and deployment of multiple technologies and assets that mitigate threats from terrorists and prevent contraband from entering the country. It includes programs that exceed the \$250,000 PC&I threshold, but are not part of the DHS MAOL. This includes the following investments:

End Items Breakdown <i>(Dollars in Thousands)</i>	FY 2020 Enacted		FY 2021 Enacted		FY 2022 President's Budget Submission	
	Quantity	Amount	Quantity	Amount	Quantity	Amount
POE Technology*	3	\$7,000	-		-	-
Advanced Trade Analytics Platform (ATAP)	-	\$12,000	-	\$12,530	-	-
Total	-	\$19,000	-	\$12,530	-	-

*Quantity represents the number of processing lanes to which facilitative technology will be deployed.

- POE Technology: The FY 2022 Budget does not include any additional funding for this investment. POE Technology provides inspecting and facilitative technology for the GHIB LPOE including, but not limited to, technology to support inspection operations at inbound primary, secondary, and outbound lanes. The GHIB project is structured as a Private-Public Partnership, in which CBP is responsible for outfitting the GHIB LPOE. NII funding included in the FY 2022 budget will address needs for Gordie Howe International Bridge.
- Advanced Trade Analytics Platform (ATAP): The ATAP program has transitioned to an Investment program and FY 2022 requirements are reflected there. The implementation of ATAP will allow CBP to make use of advanced intelligence to enable a rapid and effective response to global trade mission threats and enforcement challenges currently hindering the execution of CBP's trade mission. ATAP increases CBP's holistic view of trade and entities across the trade mission by consolidating access to CBP's various sources of trade information.

Integrated Operations Assets and Infrastructure – PPA**Budget Comparison and Adjustments****Comparison of Budget Authority and Request***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Airframes and Sensors	-	-	\$184,689	-	-	\$119,076	-	-	\$41,977	-	-	(\$77,099)
Watercraft	-	-	\$14,830	-	-	-	-	-	-	-	-	-
Total	-	-	\$199,519	-	-	\$119,076	-	-	\$41,977	-	-	(\$77,099)
Subtotal Discretionary - Appropriation	-	-	\$199,519	-	-	\$119,076	-	-	\$41,977	-	-	(\$77,099)

PPA Level I Description

The Integrated Operations Assets and Infrastructure PPA funds air and marine assets and the related support systems and infrastructure to operate these assets. This PPA is further allocated into the following Level II PPAs:

Airframes and Sensors: This Level II PPA funds air assets and the related support systems and infrastructure to operate these assets.

Watercraft: This Level II PPA funds marine assets and the related support systems and infrastructure to operate these assets.

Integrated Operations Assets and Infrastructure – PPA

Budget Authority and Obligations

(Dollars in Thousands)

	FY 2020	FY 2021	FY 2022
Enacted/Request	\$199,519	\$119,076	\$41,977
Carryover - Start of Year	\$38,943	\$103,005	\$55,231
Recoveries	\$9,003	-	-
Rescissions to Current Year/Budget Year	-	-	-
Net Sequestered Resources	-	-	-
Reprogramming/Transfers	-	-	-
Supplementals	-	-	-
Total Budget Authority	\$247,465	\$222,081	\$97,208
Collections - Reimbursable Resources	-	-	-
Collections - Other Sources	-	-	-
Total Budget Resources	\$247,465	\$222,081	\$97,208
Obligations (Actual/Estimates/Projections)	\$190,290	\$166,850	\$72,906
Personnel: Positions and FTE			
Enacted/Request Positions	-	-	-
Enacted/Request FTE	-	-	-
Onboard and Actual FTE			
Onboard (Actual/Estimates/Projections)	-	-	-
FTE (Actual/Estimates/Projections)	-	-	-

Integrated Operations Assets and Infrastructure – PPA

Summary of Budget Changes

(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	-	-	\$199,519
FY 2021 Enacted	-	-	\$119,076
FY 2022 Base Budget	-	-	-
KA350-CER Multi-Role Enforcement Aircraft (MEA)	-	-	\$28,382
Airframes and Sensors End Items	-	-	\$13,595
Total Investment Elements	-	-	\$41,977
FY 2022 Request	-	-	\$41,977
FY 2021 TO FY 2022 Change	-	-	(\$77,099)

Integrated Operations Assets and Infrastructure – PPA**Non Pay Budget Exhibits****Non Pay by Object Class***(Dollars in Thousands)*

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
25.2 Other Services from Non-Federal Sources	\$51,400	\$103,576	\$13,595	(\$89,981)
25.3 Other Purchases of goods and services	-	\$15,500	-	(\$15,500)
25.7 Operation & Maintenance of Equipment	\$46,525	-	-	-
31.0 Equipment	\$101,594	-	\$28,382	\$28,382
Total - Non Pay Budget Object Class	\$199,519	\$119,076	\$41,977	(\$77,099)

Integrated Operations Assets and Infrastructure – PPA

Capital Investment Exhibits

Capital Investments

(Dollars in Thousands)

	Acquisition Level	IT/ Non-IT	MAOL	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget
N024_000005258 - KA350-CER Multi-Role Enforcement Aircraft (MEA)	Level 1	Non-IT	Yes	\$86,764	\$52,267	\$28,382
N024_000005259 - UH-60 Medium Lift Helicopter	Level 1	Non-IT	Yes	\$46,525	\$15,500	-
N024_000005285 - Light Enforcement Helicopters	Non-Major	Non-IT	No	\$32,500	\$28,400	-
N024_000005260 - Coastal Interceptor Vessels	Level 3	Non-IT	Yes	\$14,830	-	-
N/A - Airframes and Sensors End Items	Non-Major	Non-IT	No	\$18,900	\$22,909	\$13,595

*Airframes and Sensors – PPA Level II***Budget Comparison and Adjustments****Comparison of Budget Authority and Request***(Dollars in Thousands)*

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
KA350-CER Multi-Role Enforcement Aircraft (MEA)	\$86,764	\$52,267	\$28,382	(\$23,885)
UH-60 Medium Lift Helicopter	\$46,525	\$15,500	-	(\$15,500)
Airframes and Sensors End Items	\$18,900	\$22,909	\$13,595	(\$9,314)
Light Enforcement Helicopters	\$32,500	\$28,400	-	(\$28,400)
Total	\$184,689	\$119,076	\$41,977	(\$77,099)
Subtotal Discretionary - Appropriation	\$184,689	\$119,076	\$41,977	(\$77,099)

PPA Level II Description

The Airframes and Sensors PPA funds air assets and the related support systems and infrastructure to operate these assets. This Level II PPA is comprised of the following investments/activities:

KA350-CER Multi-Role Enforcement Aircraft (MEA): This investment is a multi-purpose, fixed-wing, multi-engine aircraft used for maritime and land detection, surveillance missions, and transportation of cargo and people.

UH-60 Medium Lift Helicopter (MLH): This investment is a turbo-shaft twin-engine helicopter designed to carry a crew of four, and a fully equipped team of 11 agents; it is capable of transporting cargo and external loads up to 9,000 pounds.

Airframes and Sensors End Items: These procurements include multiple technologies and assets for AMO. It includes programs that exceed the \$250,000 PC&I threshold, or were previously appropriated PC&I funding, but are not part of the DHS MAOL.

Light Enforcement Helicopter (LEH): The LEH is a multi-mission helicopter used for aerial surveillance, tactical support, patrol of high-risk areas, and transport and insertion of agents responding to illegal border incursions and serving search and arrest warrants.

Airframes and Sensors – PPA Level II

Budget Authority and Obligations

(Dollars in Thousands)

	FY 2020	FY 2021	FY 2022
Enacted/Request	\$184,689	\$119,076	\$41,977
Carryover - Start of Year	\$38,350	\$81,263	\$52,303
Recoveries	\$9,003	-	-
Rescissions to Current Year/Budget Year	-	-	-
Net Sequestered Resources	-	-	-
Reprogramming/Transfers	-	-	-
Supplementals	-	-	-
Total Budget Authority	\$232,042	\$200,339	\$94,280
Collections - Reimbursable Resources	-	-	-
Collections - Other Sources	-	-	-
Total Budget Resources	\$232,042	\$200,339	\$94,280
Obligations (Actual/Estimates/Projections)	\$184,897	\$148,036	\$70,710
Personnel: Positions and FTE			
Enacted/Request Positions	-	-	-
Enacted/Request FTE	-	-	-
Onboard and Actual FTE			
Onboard (Actual/Estimates/Projections)	-	-	-
FTE (Actual/Estimates/Projections)	-	-	-

Airframes and Sensors PPA Level II
Summary of Budget Changes
(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	-	-	\$184,689
FY 2021 Enacted	-	-	\$119,076
FY 2022 Base Budget	-	-	-
KA350-CER Multi-Role Enforcement Aircraft (MEA)	-	-	\$28,382
Airframes and Sensors End Items	-	-	\$13,595
Total Investment Elements	-	-	\$41,977
FY 2022 Request	-	-	\$41,977
FY 2021 TO FY 2022 Change	-	-	(\$77,099)

Airframes and Sensors – PPA Level II

Non Pay Budget Exhibits

Non Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
25.2 Other Services from Non-Federal Sources	\$51,400	\$103,576	\$13,595	(\$89,981)
25.3 Other Purchases of goods and services	-	\$15,500	-	(\$15,500)
25.7 Operation & Maintenance of Equipment	\$46,525	-	-	-
31.0 Equipment	\$86,764	-	\$28,382	\$28,382
Total - Non Pay Budget Object Class	\$184,689	\$119,076	\$41,977	(\$77,099)

Airframes and Sensors – PPA Level II
Capital Investment Exhibits

Capital Investments*(Dollars in Thousands)*

	Acquisition Level	IT/ Non-IT	MAOL	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget
N024_000005258 - KA350-CER Multi-Role Enforcement Aircraft (MEA)	Level 1	Non-IT	Yes	\$86,764	\$52,267	\$28,382
N024_000005259 - UH-60 Medium Lift Helicopter	Level 1	Non-IT	Yes	\$46,525	\$15,500	-
N024_000005285 - Light Enforcement Helicopters	Non-Major	Non-IT	No	\$32,500	\$28,400	-
N/A - Airframes and Sensors End Items	Non-Major	Non-IT	No	\$18,900	\$22,909	\$13,595

KA350-CER Multi-Role Enforcement Aircraft – Investment Capital Investment Exhibits

Procurement/Acquisition Programs

(Dollars in Thousands)

	Acquisition Level	IT/ Non-IT	MAOL	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget
N024_000005258 - KA350-CER Multi-Role Enforcement Aircraft (MEA)	Level 1	Non-IT	Yes	\$86,764	\$52,267	\$28,382

Investment Description

The MEA is a multi-purpose, fixed wing, multi-engine aircraft used for maritime and land detection, surveillance missions, and transportation of cargo and people. The MEA utilizes EO/IR sensors, basic and advanced law enforcement technical collection packages, and Ku-band and Iridium downlink system capabilities that allow for communication by voice and sensor data anywhere in its operating area in near real time. The MEA is also equipped with the Minotaur Mission Management System, which links sensors, cameras, radar, and communications equipment into a single, more automated system, allowing operators to more efficiently identify and track any suspicious or illegal activity in the maritime, air, and land environments.

Justification

The FY 2022 Budget includes \$28.4M to procure one MEA, initiating the Land Interdiction MEA contract. This airframe will be the initial MEA in the Land Interdiction configuration, and will be the 30th total MEA procured by AMO. The MEA is the optimal sensor-equipped aircraft for surveillance operations in regions such as the Northern and Southern Borders as well as maritime environments where water, terrain, weather, and distance pose significant obstacles to border security operations between POEs and in the littorals. In addition to detection and surveillance, the MEA serves as a force multiplier for law enforcement and emergency response personnel because the MEA provides rapid-response deployment of equipment, canines, and personnel.

In the southern region of California, the MEA is the only DHS airborne radar capability for the protection of littoral approaches to the country. This area currently has active maritime smuggling activity, and CBP uses the MEA to actively counter the threat. The MEA program has a highly efficient record of detection and surveillance missions. The current MEA fleet in the Maritime and Air Interdiction configurations has resulted in 24,000 flight hours, over \$1B of drugs seized, and over 1,600 apprehensions made in the past three years. MEA utilization has been instrumental in the Puerto Rican Area of Responsibility, where the Caribbean Air and Marine Branch has seized over \$10.0M USD through June of FY 2020, a 133 percent increase from the previous five-year average of currency seizures. Funding this next increment to the MEA program will greatly increase the security posture of the United States against drug and human smuggling and unauthorized entry of noncitizens along the Northern and Southwest land borders.

FY 2020 Key Milestone Events

- Place delivery order for MEA #24, #25, #26, and #27. Deliver MEA #19 and #20.

FY 2021 Planned Key Milestone Events

- Place delivery order for MEA #28 and #29. Deliver MEA #21, #22, and #23.

FY 2022 Planned Key Milestone Events

- Deliver MEA #24, #25, #26, and #27.
- Award contract for Land Interdiction MEA.

Overall Investment Funding

<i>(Dollars in Thousands)</i>	Prior Years	FY 2020	FY 2021	FY 2022
Operations and Support	\$10,406	\$23,735	\$26,998	\$26,998
Procurement, Construction, and Improvements	\$230,542	\$86,764	\$52,267	\$28,382
Research and Development	-	-	-	-
Legacy Appropriations	\$291,465			
Total Project Funding	\$532,413	\$110,499	\$79,265	\$55,380
Obligations*	\$521,704	\$86,485		
Expenditures*	\$485,841	\$42,503		

*Obligations and Expenditures do not include O&S funding – O&S funding is not currently tracked by end item.

Contract Information (Current/Execution Year, Budget Year)

Contract Number	Contractor	Type	Award Date (mo/yr)	Start Date (mo/yr)	End Date (mo/yr)	EVM in Contract	Total Value <i>(Dollars in Thousands)</i>
HSBP1016D00011	Sierra Nevada Corporation	Firm/Fixed Price	09/2016	09/2016	09/2021	No	\$281,151

Significant Changes to Investment since Prior Year Budget

The FY 2021 enacted amount of \$52.3M provided funding beyond the FY 2021 President's Budget to procure two MEAs in the air interdiction configuration as well as the prototype MEA in the land interdiction configuration. This resulted in AMO accelerating the acquisition schedule for the MEA in the land interdiction configuration as early as possible, currently anticipated for FY 2022.

Investment Schedule

Description	Design Work		Project Work	
	Initiated	Completed	Initiated	Completed
	FY 2020			
Aircraft Delivery MEA #19			FY 2018 Q4	FY 2020 Q1
Aircraft Delivery MEA #20			FY 2018 Q4	FY 2020 Q2
	FY 2021			
Aircraft Delivery MEA #21			FY 2019 Q4	FY 2021 Q4
Aircraft Delivery MEA #22			FY 2019 Q4	FY 2021 Q4
Aircraft Delivery MEA #23			FY 2019 Q4	FY 2021 Q4
	FY 2022			
Aircraft Delivery MEA #24			FY 2020 Q3	FY 2022 Q1
Aircraft Delivery MEA #25			FY 2020 Q3	FY 2022 Q1
Aircraft Delivery MEA #26			FY 2020 Q4	FY 2022 Q3
Aircraft Delivery MEA #27			FY 2020 Q4	FY 2022 Q3

UH-60 Medium Lift Helicopter – Investment Capital Investment Exhibits

Procurement/Acquisition Programs

(Dollars in Thousands)

	Acquisition Level	IT/ Non-IT	MAOL	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget
N024_000005259 - UH-60 Medium Lift Helicopter	Level 1	Non-IT	Yes	\$46,525	\$15,500	-

Investment Description

The UH-60 MLH is a turbo-shaft twin engine helicopter designed to carry a crew of four, and a fully equipped team of 11 agents. It is capable of transporting cargo and external loads up to 9,000 pounds. The MLH is equipped with EO/IR sensors and can be fitted with stub wings to carry additional fuel tanks, weapons, supplies or equipment; these technologies provide the MLH flexibility to support diverse missions.

Justification

The FY 2022 Budget does not include any funding for the UH-60 MLH. In FY 2022, CBP will continue expending prior year UH-60 funds provided to convert 10 airframes for AMO use.

The platform carries out essential relocation and transport missions, tactical response missions, rescue missions, and investigative surveillance missions. These aircraft are critical to border security operations, as they are the only helicopters with medium-lift capability, and rugged enough to support interdiction and life-saving operations in very hostile environments, at high altitudes in the desert, over open water, and in extreme cold. The UH-60 can carry Border Patrol Search, Trauma, and Rescue (BORSTAR) and Border Patrol Tactical Unit (BORTAC) life-saving and tactical teams into hostile situations, having been designed as combat support aircraft; the aircraft have crash-survivable sub-systems, and they are critical to the successful execution of National Special Security Events (NSSEs). Over the past two years, AMO has provided substantial assistance to search, rescue, and humanitarian efforts during Hurricanes Maria, Florence, and Michael. In the aftermath of Hurricane Maria, CBP UH-60s flew over 690 hours and 132 logistics missions. Most recently, AMO UH-60 crews flew 236 hours in support of Hurricane Dorian relief efforts, rescuing 54 people.

The expansiveness of the Northern and Southern Borders poses significant challenges to border security. Smugglers have used vehicles, horses, and humans to transport drugs and people into the United States. CBP AMO has responded to this threat by working in concert with the USBP and other law enforcement agencies to assist in the identification and apprehension of undocumented aliens. Investment in the aviation fleet, to include the additional UH-60 MLH, will enable AMO to provide improved air support for the USBP and other law enforcement partners. The newly converted aircraft will also allow CBP to move to a standardized fleet of medium-lift capability, which increases operational reliability and availability, as well as decreases sparing inventories.

FY 2020 Key Milestone Events

- Accepted Aircraft #2 (July 2020).
- Accepted Aircraft #3 (August 2020).
- Complete ADS-B integration for UH-60L.
- Induct aircraft #7, #8 and #9.

FY 2021 Planned Key Milestone Events

- Complete ADS-B integration for UH-60M.
- Accept Aircraft #4 and #5.
- Fund conversion of aircraft #10.
- Completed ADS-B retrofits.

FY 2022 Planned Key Milestone Events

- Accept Aircraft #6.

Overall Investment Funding

<i>(Dollars in Thousands)</i>	Prior Years	FY 2020	FY 2021	FY 2022
Operations and Support	\$15,555	\$25,208	\$30,769	\$30,769
Procurement, Construction, and Improvements	\$43,792	\$46,525	\$15,500	-
Research and Development	-	-	-	-
Legacy Appropriations	\$258,286			
Total Project Funding	\$317,633	\$71,733	\$46,269	\$30,769
Obligations*	\$301,451	\$34,869		
Expenditures*	\$267,508	\$379		

*Obligations and Expenditures do not include O&S funding - O&S is not tracked by end item.

Contract Information (Current/Execution Year, Budget Year)

Contract Number	Contractor	Type	Award Date (mo/yr)	Start Date (mo/yr)	End Date (mo/yr)	EVM in Contract	Total Value (Dollars in Thousands)
70B02C19K00000043	U.S. Army Utility Helicopter Program Office Interagency Agreement*	Firm Fixed Price	02/2019	06/2019	09/2023	No	\$280,264

*CBP enters into an IAA with U.S. Army Corps, who contracts the work to the vendor.

Significant Changes to Investment since Prior Budget

None

Investment Schedule

Description	Design Work		Project Work	
	Initiated	Completed	Initiated	Completed
	FY 2020			
Induction of A/C #7-9 for de-modification/primary integration			FY 2020 Q2	FY 2022 Q4
Accept A/C #2-3			FY 2018 Q2	FY 2020 Q4
	FY 2021			
Induction of A/C #10 for de-modification/primary integration			FY 2021 Q2	FY 2023 Q3
Accept A/C #4-5			FY 2019 Q2	FY 2021 Q4
	FY 2022			
Induction of A/C #11-12 for de-modification			FY 2022 Q2	FY 2024 Q2
Accept A/C #6			FY 2019 Q4	FY 2024 Q2

Airframes and Sensors End Items – Investment Itemized Procurements

End Items Purchases

(Dollars in Thousands)

	Acquisition Level	IT/ Non-IT	MAOL	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget
N/A - Airframes and Sensors End Items	Non-Major	Non-IT	No	\$18,900	\$22,909	\$13,595

End Items Description

Integrated Operations Assets and Infrastructure End Items includes funding for the development, procurement, and deployment of multiple technologies and assets for the AMO. It includes programs that exceed the \$250,000 PC&I threshold and/or were previously appropriated PC&I funds, but are not part of the DHS MAOL. This includes the following investments:

End Items Breakdown <i>(Dollars in Thousands)</i>	FY 2020 Enacted		FY 2021 Enacted		FY 2022 President's Budget	
	Quantity*	Amount	Quantity*	Amount	Quantity*	Amount
Aircraft Sensor Upgrades	Up to 8	\$13,500	Up to 8	\$13,000	Up to 8	\$13,000
FAA Next Generation (NextGen)	N/A	\$3,000	-	-	-	-
Law Enforcement Radio Installation Integration	-	-	-	-	TBD	\$595
Minotaur Mission Systems	-	-	1	\$7,509	-	-
P-3 Recapitalization	-	-	N/A	\$2,400	-	-
Total	-	\$18,900	-	\$22,909	-	\$13,595

*CBP determines which specific aircraft will be upgraded in the year of execution based on overall funding level and the highest priority aircraft that require an upgrade.

- Aircraft Sensor Upgrades: The FY 2022 funding enables essential, recurrent technical refresh of obsolete, out-of-production, difficult, and expensive to support aircraft sensor integrated mission systems. Systems targeted for replacement/refresh include, but are not limited to, EO/IR sensors, mapping systems, HD video displays, and data links. Technology refresh of the integrated mission systems is necessary to consistently detect and confidently identify objects of interest for closer examination, interdiction, and resolution as applicable. The FY 2022 Budget funds the following:

Item	Amount (\$K)
EO/IR Sensor	\$8,654
Maps	\$1,150
Video Displays	\$366
Audio/Data Beyond Line of Sight (BLOS) and Line of Sight (LOS) datalinks	\$2,830
Total	\$13,000

- FAA NextGen: The FY 2022 Budget does not include any additional funding for this investment as it is now complete. FAA regulations require that aircraft operating in specified classes of airspace must have ADS-B avionics to safely and efficiently operate aircraft. ADS-B transmits information about an aircraft in flight or while on the ground.
- Law Enforcement Radio Installation Integration: The FY 2022 funding will support the implementation of obsolescent aircraft radio replacement. The current aircraft radios are not upgradeable; therefore, new tactical radios and supporting antennas are required for all AMO aircraft. Phased installation of the actual replacements will occur over a five to six-year horizon to not take too many aircraft out of service in any one year. Through FY 2022, CBP will have acquired approximately 50 percent of radios needed and installed approximately 25 percent of all radios. Replacement radios will be multiband and trunking capable for interoperability in today's law enforcement environment. Replacement tactical aircraft radios are essential for conducting core missions and communicating with partner agencies. The final cost of aircraft radios is estimated, pending contract award.
- Minotaur Mission Systems: The FY 2022 Budget does not include any additional funding for this investment. The MSORT is a ground-based sensor system and mission management training platform which provides realistic mission training to Tactical Flight Officers (TFO) operating mission systems on multiple Minotaur-equipped aircraft platforms. Simulated aircraft equipment will replicate systems installed on the MEA, DHC-8, and P-3 Orion airframes. The MSORT is a reconfigurable platform, capable of providing distributive interactive simulation to the extent required for system interoperability with each supported AMO platform. Procurement of one Minotaur MSORT procured with FY 2021 Enacted funding will reduce the number of flight hours dedicated to Minotaur training, thereby freeing up those flight hours for operational missions.
- P-3 Recapitalization: The FY 2022 Budget does not include any additional funding for this investment. CBP AMO's P-3 program provides CBP's primary source and transit zone domain awareness capability. The P-3 aircraft and its onboard radars are aging systems, and Navy support for both are scheduled to sunset over the 2020s. AMO's P-3 Program will use funding provided in FY 2021 to update requirements and examine alternatives, including further service life extension of the current platform or radar and new systems.

Light Enforcement Helicopters – Investment Capital Investment Exhibit

Procurement/Acquisition Programs

(Dollars in Thousands)

	Acquisition Level	IT/ Non-IT	MAOL	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget
N024_000005285 - Light Enforcement Helicopters	Non-Major	Non-IT	No	\$32,500	\$28,400	-

Investment Description

The LEH is a multi-mission helicopter used for aerial surveillance, tactical support, patrol of high-risk areas, and transport and insertion of agents responding to illegal border incursions and serving search and arrest warrants. It is crewed by an Air Interdiction Agent and an Air Enforcement Agent who operates a sophisticated day and nighttime camera system. The LEH combines sensor capability, including EO/IR sensors, cameras, and video downlinks with an airframe capable of operating in rugged terrain, hot temperature, and high-density altitude while transporting one or more passengers. Images captured from the aircraft's sensor system can be networked to other operators or fused to an intelligence center to monitor the U.S. border and directly support Federal, State, and local public safety officials.

The LEH is the workhorse of AMO. It is used to support law enforcement border security operations that detect and interdict illegal aliens, terrorists and means of terrorism, drugs, and other contraband. LEHs also support other diversified missions, such as insertion of Agents serving search and arrest warrants and aerial surveillance. The LEH is a highly capable, cost-effective aircraft used frequently for a variety of missions. The LEH enhances the physical security of the Southern Border through improved aerial surveillance and air support to USBP and other law enforcement partners. Over the past three years, the LEH has been utilized in 88,067 apprehensions, which is 65 percent of all AMO-involved apprehensions.

Justification

The FY 2022 Budget does not include any additional funding for this investment. CBP is utilizing prior year funding to replace seven AS-350 LEHs that were damaged or lost to mishap, as well as replacement of legacy EC-120 Helicopters and seven of the oldest AS-350s in the fleet. Currently, AMO is authorized to acquire up to 26 aircraft, 24 of which have been funded via FY 2017, FY 2018, FY 2020, and FY 2021 appropriations.

FY 2020 Key Milestone Events

- Delivery of Aircraft #1, 2 and 3.
- Exercise remaining contract option for one H125 using FY 2020 appropriated funds.

FY 2021 Planned Key Milestone Events

- Issue Delivery Order for seven H125 utilizing FY 2020 and FY 2021 appropriated funds.
- Delivery of Aircraft #4-11, 13 and 14.

FY 2022 Planned Key Milestone Events

- Delivery of Aircraft #12 and 15-21.

Overall Investment Funding

<i>(Dollars in Thousands)</i>	Prior Years	FY 2020	FY 2021	FY 2022
Operations and Support	\$10,406	\$58,393	\$58,393	\$58,393
Procurement, Construction, and Improvements	\$105,621	\$32,500	\$28,400	-
Research and Development	-	-	-	-
Legacy Appropriations	-			
Total Project Funding	\$116,027	\$90,893	\$86,793	\$58,393
Obligations*	\$105,621	\$6,570		
Expenditures*	\$33,451	\$19,717		

*Obligations and Expenditures do not include O&S funding. O&S is not currently tracked by end item.

Contract Information (Current/Execution Year, Budget Year)

Contract Number	Contractor	Type	Award Date (mo/yr)	Start Date (mo/yr)	End Date (mo/yr)	EVM in Contract	Total Value <i>(Dollars in Thousands)</i>
70B02C19F00000617	Davenport Aviation, Inc.	Firm Fixed Price	07/2019	07/2019	06/2021	No	\$65,721
70B02C21F00000080	Davenport Aviation, Inc.	Firm Fixed Price	02/2021	02/2021	10/2022	No	\$49,198
70B02C18F00000452	Davenport Aviation, Inc.	Firm Fixed Price	07/2018	07/2018	10/2020	No	\$45,959

Significant Changes to Investment since Prior Year Enacted

None

Investment Schedule

Description	Design Work		Project Work	
	Initiated	Completed	Initiated	Completed
	FY 2020			
Aircraft Delivery 1			FY 2018 Q4	FY 2020 Q4
Aircraft Delivery 2			FY 2018 Q4	FY 2020 Q4
Aircraft Delivery 3			FY 2018 Q4	FY 2020 Q4
	FY 2021			
Aircraft Delivery 4			FY 2018 Q4	FY 2021 Q1
Aircraft Delivery 5			FY 2018 Q4	FY 2021 Q1
Aircraft Delivery 6			FY 2018 Q4	FY 2021 Q1
Aircraft Delivery 7			FY 2018 Q4	FY 2021 Q1
Aircraft Delivery 8			FY 2019 Q4	FY 2021 Q1
Aircraft Delivery 9			FY 2019 Q4	FY 2021 Q2
Aircraft Delivery 10			FY 2019 Q4	FY 2021 Q2
Aircraft Delivery 11			FY 2019 Q4	FY 2021 Q3
Aircraft Delivery 12			FY 2019 Q4	FY 2021 Q3
Aircraft Delivery 13			FY 2019 Q4	FY 2021 Q3
Aircraft Delivery 14			FY 2019 Q4	FY 2021 Q4
Aircraft Delivery 15			FY 2019 Q4	FY 2021 Q4
	FY 2022			
Aircraft Delivery 15			FY 2019 Q4	FY 2022 Q1
Aircraft Delivery 16			FY 2019 Q4	FY 2022 Q1

Airframes and Sensors – PPA II**Light Enforcement Helicopters**

Description	Design Work		Project Work	
	Initiated	Completed	Initiated	Completed
Aircraft Delivery 16			FY 2019 Q4	FY 2022 Q1
Aircraft Delivery 17			FY 2020 Q4	FY 2022 Q1
Aircraft Delivery 18			FY 2021 Q2	FY 2022 Q3
Aircraft Delivery 19			FY 2021 Q2	FY 2022 Q4
Aircraft Delivery 20			FY 2021 Q2	FY 2022 Q4
Aircraft Delivery 21			FY 2021 Q2	FY 2022 Q4

*Watercraft – PPA Level II***Budget Comparison and Adjustments****Comparison of Budget Authority and Request***(Dollars in Thousands)*

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Coastal Interceptor Vessels	\$14,830	-	-	-
Total	\$14,830	-	-	-
Subtotal Discretionary - Appropriation	\$14,830	-	-	-

PPA Level II Description

The Watercraft PPA funds marine assets and the related support systems and infrastructure to operate these assets. This PPA is comprised of the following investments/activities:

Coastal Interceptor Vessel (CIV): This investment funds law enforcement watercraft operated in coastal waters and offshore areas of the United States and its territories in varying sea and weather conditions. The FY2022 Budget does not provide funding for this investment.

Watercraft – PPA Level II
Budget Authority and Obligations
(Dollars in Thousands)

	FY 2020	FY 2021	FY 2022
Enacted/Request	\$14,830	-	-
Carryover - Start of Year	\$593	\$21,742	\$2,928
Recoveries	-	-	-
Rescissions to Current Year/Budget Year	-	-	-
Net Sequestered Resources	-	-	-
Reprogramming/Transfers	-	-	-
Supplementals	-	-	-
Total Budget Authority	\$15,423	\$21,742	\$2,928
Collections - Reimbursable Resources	-	-	-
Collections - Other Sources	-	-	-
Total Budget Resources	\$15,423	\$21,742	\$2,928
Obligations (Actual/Estimates/Projections)	\$5,393	\$18,814	\$2,196
Personnel: Positions and FTE			
Enacted/Request Positions	-	-	-
Enacted/Request FTE	-	-	-
Onboard and Actual FTE			
Onboard (Actual/Estimates/Projections)	-	-	-
FTE (Actual/Estimates/Projections)	-	-	-

Watercraft – PPA Level II
Summary of Budget Changes
(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	-	-	\$14,830
FY 2021 Enacted	-	-	-
FY 2022 Base Budget	-	-	-
FY 2022 Request	-	-	-
FY 2021 TO FY 2022 Change	-	-	-

Watercraft – PPA Level II
Non Pay Budget Exhibits

Non Pay by Object Class
(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
31.0 Equipment	\$14,830	-	-	-
Total - Non Pay Budget Object Class	\$14,830	-	-	-

Watercraft – PPA Level II
Capital Investment Exhibits

Capital Investments
(Dollars in Thousands)

	Acquisition Level	IT/ Non-IT	MAOL	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget
N024_000005260 - Coastal Interceptor Vessels	Level 3	Non-IT	Yes	\$14,830	-	-

Coastal Interceptor Vessels – Investment Capital Investment Exhibits

Procurement/Acquisition Programs

(Dollars in Thousands)

	Acquisition Level	IT/ Non-IT	MAOL	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget
N024_000005260 - Coastal Interceptor Vessels	Level 3	Non-IT	Yes	\$14,830	-	-

Investment Description

The Coastal Interceptor Vessel (CIV) program incorporates several enhancements to operator safety while providing Marine Interdiction Agents (MIAs) with additional speed and greater range for interdiction operations than the current fleet provides. Equipped with the latest enhancements in communications and sensor technology, the CIV will be operated in coastal waters and offshore areas of the United States and its territories in varying sea and weather conditions. The CIV will be used to support the following CBP mission areas: patrol, interdiction, special operations, and port security support.

Justification

The FY 2022 Budget does not include any additional funding for this investment. The full program of record (Vessels #1-52) was funded in previous fiscal years.

FY 2020 Key Milestone Events

- Place delivery order for vessels #37-52.
- Accept delivery of vessels #26-38.

FY 2021 Planned Key Milestone Events

- Accept delivery of vessels #39-50.

FY 2022 Planned Key Milestone Events

- Accept delivery of vessels #51-52.

Overall Investment Funding

<i>(Dollars in Thousands)</i>	Prior Years	FY 2020	FY 2021	FY 2022
Operations and Support*	-	-	-	-
Procurement, Construction, and Improvements	\$23,073	\$14,830	-	-
Research and Development	-	-	-	-
Legacy Appropriations	\$26,299			
Total Project Funding	\$49,372	\$14,830	-	-
Obligations	\$48,106	\$5,393		
Expenditures	\$33,729	\$5,393		

* AMO has dedicated O&S Funding for Marine and Riverine Operations, but we do not split that funding out specific to the CIV Program.

Contract Information (Current/Execution Year, Budget Year)

Contract Number	Contractor	Type	Award Date (mo/yr)	Start Date (mo/yr)	End Date (mo/yr)	EVM in Contract	Total Value <i>(Dollars in Thousands)</i>
HSBP1015D00010	SAFE Boats International Inc.	Firm Fixed Price	06/2015	06/2015	09/2020	No	\$48,400
HSBP1017F00043	Donatini, Inc.	Firm Fixed Price	02/2017	02/2017	02/2022	No	\$3,746
GS35F0314M	ACG Systems, Inc.	Firm Fixed Price	07/2018	07/2018	07/2023	No	\$1,467
70B02C19F00000187	Broadcast Microwave Services, LLC	Firm Fixed Price	04/2019	05/2019	07/2019	No	\$567
GS35F0213W	ACG Systems, Inc.	Firm Fixed Price	07/2018	07/2018	07/2023	No	\$476

Significant Changes to Investment since Prior Year Enacted

None

Watercraft – PPA II
Investment Schedule

Coastal Interceptor Vessels

Description	Design Work		Project Work	
	Initiated	Completed	Initiated	Completed
	FY 2020			
CIV #29			FY 2020 Q1	FY 2020 Q2
CIV #30			FY 2020 Q1	FY 2020 Q2
CIV #31			FY 2020 Q1	FY 2020 Q3
CIV #32			FY 2020 Q1	FY 2020 Q3
CIV #33			FY 2020 Q1	FY 2020 Q3
CIV #34			FY 2020 Q2	FY 2020 Q3
CIV #35			FY 2020 Q2	FY 2020 Q4
CIV #36			FY 2020 Q2	FY 2020 Q4
CIV #37			FY 2020 Q3	FY 2020 Q4
CIV #38			FY 2020 Q3	FY 2020 Q4
CIV #39			FY 2020 Q3	FY 2021 Q1
CIV #40			FY 2020 Q4	FY 2021 Q1
	FY 2021			
CIV #41			FY 2020 Q4	FY 2021 Q1
CIV #42			FY 2020 Q4	FY 2021 Q2
CIV #43			FY 2021 Q1	FY 2021 Q2
CIV #44			FY 2021 Q1	FY 2021 Q2
CIV #45			FY 2021 Q1	FY 2021 Q3
CIV #46			FY 2021 Q2	FY 2021 Q3
CIV #47			FY 2021 Q2	FY 2022 Q3
CIV #48			FY 2021 Q2	FY 2022 Q4

Watercraft – PPA II**Coastal Interceptor Vessels**

Description	Design Work		Project Work	
	Initiated	Completed	Initiated	Completed
CIV #49			FY 2021 Q3	FY 2022 Q4
CIV #50			FY 2021 Q3	FY 2022 Q4
	FY 2022			
CIV #51			FY 2021 Q3	FY 2022 Q1
CIV #52			FY 2021 Q4	FY 2022 Q1

Construction and Facility Improvements – PPA**Budget Comparison and Adjustments****Comparison of Budget Authority and Request***(Dollars in Thousands)*

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Border Patrol Facilities	\$25,000	\$103,000	\$87,000	(\$16,000)
OFO Facilities	\$22,364	-	\$660,225	\$660,225
Air & Marine Facilities	\$6,000	\$27,399	-	(\$27,399)
Construction and Facility Improvements End Items	\$9,000	\$12,000	\$10,000	(\$2,000)
Total	\$62,364	\$142,399	\$757,225	\$614,826
Subtotal Discretionary - Appropriation	\$62,364	\$142,399	\$757,225	\$614,826

PPA Level I Description

The Construction and Facility Improvements PPA supports the improvement of existing owned or leased facilities and real property, and the construction of new facilities. Constructing and improving CBP's physical infrastructure is essential to keeping facilities operationally viable for frontline and mission support functions. CBP supports a vast and diverse real property portfolio, consisting of more than 4,300 owned and leased buildings, over 29 million square feet (SF) of facility space and approximately 4,600 acres of land throughout the United States.

This PPA is comprised of the following investments/activities:

Border Patrol Facilities: This investment supports capital construction, expansion and modernization of the USBP facilities along the Northern and Southern borders including Border Patrol stations and planning and design of future-year priority major capital projects.

Office of Field Operations (OFO) Facilities: This investment supports capital construction, expansion and modernization of OFO facilities along the Northern and Southern borders.

Air & Marine Facilities: This investment supports capital construction, expansion and modernization of AMO facilities.

Construction and Facility Improvements End Items: This investment supports the one-time construction and/or the procurement of infrastructure or equipment exceeding the PC&I thresholds.

Construction and Facility Improvements – PPA

Budget Authority and Obligations

(Dollars in Thousands)

	FY 2020	FY 2021	FY 2022
Enacted/Request	\$62,364	\$142,399	\$757,225
Carryover - Start of Year	\$217,422	\$142,580	\$138,453
Recoveries	\$7,826	-	-
Rescissions to Current Year/Budget Year	(\$38,000)	(\$6,000)	(\$20,661)
Net Sequestered Resources	-	-	-
Reprogramming/Transfers	-	-	-
Supplementals	\$90,087	-	-
Total Budget Authority	\$339,699	\$278,979	\$875,017
Collections - Reimbursable Resources	-	-	-
Collections - Other Sources	-	-	-
Total Budget Resources	\$339,699	\$278,979	\$875,017
Obligations (Actual/Estimates/Projections)	\$237,451	\$88,194	\$99,807
Personnel: Positions and FTE			
Enacted/Request Positions	-	-	-
Enacted/Request FTE	-	-	-
Onboard and Actual FTE			
Onboard (Actual/Estimates/Projections)	-	-	-
FTE (Actual/Estimates/Projections)	-	-	-

Construction and Facility Improvements – PPA
Summary of Budget Changes*(Dollars in Thousands)*

	Positions	FTE	Amount
FY 2020 Enacted	-	-	\$62,364
FY 2021 Enacted	-	-	\$142,399
FY 2022 Base Budget	-	-	-
Border Patrol Facilities	-	-	\$87,000
OFO Facilities	-	-	\$660,225
Construction and Facility Improvements End Items	-	-	\$10,000
Total Investment Elements	-	-	\$757,225
FY 2022 Request	-	-	\$757,225
FY 2021 TO FY 2022 Change	-	-	\$614,826

Construction and Facility Improvements – PPA**Non Pay Budget Exhibits****Non Pay by Object Class***(Dollars in Thousands)*

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
32.0 Land and Structures	\$62,364	\$142,399	\$757,225	\$614,826
Total - Non Pay Budget Object Class	\$62,364	\$142,399	\$757,225	\$614,826

Construction and Facility Improvements – PPA
Capital Investment Exhibits

Capital Investments*(Dollars in Thousands)*

	Acquisition Level	IT/ Non-IT	MAOL	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget
N024_000005113 - Border Patrol Facilities	Level 1	Non-IT	No	\$25,000	\$103,000	\$87,000
N024_000005173 - OFO Facilities	Level 2	Non-IT	No	\$22,364	-	\$660,225
N024_000005172 - Air & Marine Facilities	Level 3	Non-IT	No	\$6,000	\$27,399	-
N/A - Construction and Facility Improvements End Items	Non-Major	Non-IT	No	\$9,000	\$12,000	\$10,000

Border Patrol Facilities – Investment Capital Investment Exhibits

Construction

(Dollars in Thousands)

	Acquisition Level	IT/ Non-IT	MAOL	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget
N024_000005113 - Border Patrol Facilities	Level 1	Non-IT	No	\$25,000	\$103,000	\$87,000

Construction Description

CBP is proceeding with the capital construction and modernization of USBP facilities along the Northern and Southern borders to remediate significant operational and infrastructure deficiencies, including life-safety and capacity issues. Additionally, funding will be used to plan and purchase property for a Central Processing Center on the Southern border.

Justification

The FY 2022 Budget provides \$87.0M to support the following projects:

Project #1: Replacement - Houlton Border Patrol Station

Funding Requirement: The FY 2022 Budget includes \$32M to design and construct a CBP-owned 50-agent Houlton Border Patrol Station within the Houlton, ME Area of Responsibility.

Description: The project consists of a 16,100 sq. ft. main building and 23,000 sq. ft. of support space. This includes a two-bay vehicle maintenance facility, three Kennels, ATV storage for fourteen vehicles, a heliport, an emergency generator, a one-bay carwash, and 16,092 sq. ft. of enclosed parking to accommodate 33 vehicles.

CBP will partner with the United States Army Corp of Engineers (USACE) to acquire the necessary real property for the new station. The land purchase will be funded with appropriations received in FY21. CBP will execute the project through GSA's Special Programs Division.

The current facility and land are a direct lease with a CBP owned fuel island within the station compound. The lease will be terminated and disposal will be through GSA.

The new Border Patrol Station will accommodate existing staff plus allow enforcement flexibility for up to 50 agents, reduce overcrowding, and provide adequate equipment storage facilities, vehicle parking spaces and a safe working environment for station personnel, detainees and visitors. It will enable a more efficient operation and deployment of required assets, will enhance compliance with standards, regulation and mandates and will reduce the distance to the patrol area making for more efficient operations, allow more time on task, and will lower operational costs.

The station and its components will be built to current CBP security standards (FIPS 201 and HSPD-12) with Physical Security Access Control Systems (PACS), Intrusion Detection Systems (IDS), and Centralized Area Video Surveillance Systems (CAVSS) and will include all necessary site improvements, security fencing, site lighting, and signage.

The FY 2021 enacted appropriation included \$3M in planning funding for this project, which includes environmental work, land acquisition and project planning and design.

Justification: The current facility was placed into service in 1995 and was designed to support a maximum of eight border Patrol agents. There are currently 40 agents and one support staff assigned to Houlton BPS. The lack of space is a safety hazard and has a substantial impact on USBP's operational effectiveness.

The distance of the Houlton Station from the patrol area impacts operations and the budget. The Houlton Station is between thirty (30) to forty-five (45) miles from the nearest to furthest point of its AOR/patrol area. The distance traveled by agents to arrive at patrol area is tripled, in many cases, due to the limited access and infrastructure in that area. This increases the travel time to the border area, on average, to one (1) hour and commensurately decreases actual time on task for the agents. A replacement facility located in proximity to US route 1 and interstate 95 would alleviate the operational issues. Proximity reduces the amount of fuel consumed transiting the AOR and the maintenance costs associated with the additional miles placed on each vehicle.

Impact: A new facility will provide modernized space and infrastructure to support USBP's border security mission and capacity requirements along the Northern Border. CBP will benefit from a new facility that is designed and constructed to allow USBP to efficiently and effectively execute its mission, and provides the supporting infrastructure needed for Agents and assigned personnel to perform their day-to-day duties as well as being appropriately located in the area of responsibility, thereby alleviating the current situation of Agents traveling on average an hour to the patrol area, which results in decreased time on task. Approximately 70 hours a day, 25,550 man hours a year, are not utilized for executing the mission due to these travel requirements. This replacement facility is necessary in order for USBP to continue performing duties in a secure facility with up-to-date infrastructure that can support today's mission and the number of necessary personnel assigned to the facility.

Construction / Lease Award Schedule:

Activity	Estimated Schedule
Design Contract Solicitation using FY21 appropriated funds	FY 2021 Q4
Design Award using FY21 appropriated funds	FY 2021 Q4
Design Complete using FY21 appropriated funds	FY 2022 Q2
Construction Contract Solicitation	FY 2022 Q2
Construction Award	FY 2022 Q4
Construction Start	FY 2023 Q1
Construction Complete	FY 2024 Q3

Project #2: Centralized Processing Center

Funding Requirement: The FY 2022 Budget includes \$30M to provide a permanent capability that will enable CBP to address regularly recurring surges of migrants across the SW Border. The funds will enable CBP to purchase land and construct a Humanitarian Care Center in either Del Rio or Laredo Sector, to include real estate purchase, design, construction, project management, and environmental costs.

Description: The CBP-owned project includes the full cost to purchase land and construct an approximately 50,000-75,000 square foot warehouse-like space with an open interior intended for multi-agency emergent crisis requirements. This PC&I funding would include a projected capacity of 300-500 migrants on approximately 30 acres of land to ensure supporting infrastructure including utilities, infrastructure and pads for future expansion on the-site via permanent or temporary facilities. Final determination of size and capacity will be based on market conditions and costs of construction at time of contracting. An analysis of currently owned facilities returned a negative response on existing facilities that may be utilized for this purpose.

CBP intends to award this project through a CBP Direct Procurement.

Justification: With increased migrant crossings, this capability is critical to mitigating the challenges of over-crowding and unsafe conditions for non-citizens in USBP custody. From October 1, 2020 to March 31, 2021, USBP enforcement encounters reached 552,721, an increase of more than 150% over the same period from 2019, and an increase of nearly 300% from FY20. In high-flow sectors, the USBP was forced to divert between 40 and 60% of its personnel away from the border security mission to increase processing capacity and to provide humanitarian care for the increased number of noncitizens in their custody.

Construction and Facility Improvement – PPA**Border Patrol Facilities**

USBP Enforcement Encounters								
Demographic	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021
Single Adult	342,385	251,525	271,504	186,859	239,331	301,806	322,656	520,790
Non-citizen Family Unit	68,445	39,838	77,674	75,622	107,212	473,682	53,866	141,128
Non-citizen Unaccompanied Child	68,541	39,970	56,692	41,435	50,036	76,020	29,885	64,641
TOTAL	479,371	331,333	408,870	303,916	396,579	851,508	406,407	724,984

As illustrated in the following chart, permanent facilities offer an overall better value for the government than repeated leasing of temporary shelters.

	Soft-Side Facility	Centralized Processing Center
Construction	~\$10M	~\$30M
Sustainment	N/A	\$10K/mo
Operational Costs	~\$4M/mo	~\$3M/mo

The Return of Investment is realized in just five months. The \$30M utilized to construct the CPC would only provide for five months of mobilization and operations of a soft-side facility, as cited from a recent contract in 2021 to execute a soft-side facility in Del Rio Sector. A permanent facility has an average usable life of 30 years. Operational costs are defined as preventative maintenance, facility repairs and wrap-around services including caregivers, food/beverage and other consumable goods

The CPC may cost \$36M per year if fully operational every month, unlike the soft-side facilities that could cost up to \$60M each year, for a non-owned CBP facility. If the facility is not fully operational, the annual cost could be as little as approximately \$120K due to the facility only being maintained and no operations exist.

Impact: The safety, security, and wellbeing of migrants in the care of CBP will be improved as well as that of CBP personnel operating the facility.

Construction / Lease Award Schedule:

Activity	Estimated Schedule
Real Estate Begin	FY 2022 Q1
Real Estate Complete	FY 2023 Q1
Design Build Award	FY 2022 Q4
Construction Start	FY 2023 Q1
Construction Complete	FY 2024 Q3

Project #3: USBP Expansion Projects

Funding Requirement This \$25M request is to support small scale projects at USBP facilities to expand processing and holding areas in preparation for a migrant surge, while also improving operations during non-surge periods.

Description These requirements include constructing multi-use facilities that may be converted into processing / short-term holding space to handle future migrant surges. Funding will also be used to conduct site preparation for future structures, such as soft-sided facilities or metal frame buildings, in secondary locations. Finally the funding would be used to upgrade, enclose, modify and harden existing structures, such as sally ports, holding cells, canopies and other temporary structures in support of potential future surges.

Justification During migrant surge periods, USBP currently lacks enough processing and holding space which leads to overcrowding and unsafe conditions for non-citizens in USBP custody. Small-scale projects can be completed in multiple locations across the southwest border to address these conditions.

Impact: CBP's response to future migrant surges will be improved due to increased flexibility for holding and processing.

Construction / Lease Award Schedule:

Schedules to be determined for each small scale project.

OFO Facilities – Investment Capital Investment Exhibits

Construction

(Dollars in Thousands)

	Acquisition Level	IT/ Non-IT	MAOL	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget
N024_000005173 - OFO Facilities	Level 2	Non-IT	No	\$22,364	-	\$660,225

Construction Description

This investment supports capital construction, expansion and modernization of OFO facilities to include LPOEs along the northern and southern borders in addition to other critical facilities including District Field Offices and Port Offices. CBP is proceeding with the construction, modernization, and enhancements of the OFO real property portfolio to meet CBP's expanding capacity requirements and mission demands.

Justification

The FY 2022 Budget includes \$660.2M to support the following projects:

Project #1: Santa Teresa Port of Entry Expansion of Passenger Secondary Area for Processing Adverse Actions

Funding Requirement: \$3.1M is included to fund the expansion of the passenger secondary area at the POE in Santa Teresa, TX.

Description: The funding will be used to expand the Passport Control Secondary (PCS) area for processing Adverse Actions, along with space for detention and family unit areas at the Santa Teresa, TX POE. The construction of the PCS would be executed with the services of the General Services Administration (GSA). This property is a GSA Federal leased property.

Justification: The POE has experienced substantial growth, nearly three times the amount of immigration case work and issuances of I-94 permits in the last four years. As a result of this growth, the port has outgrown its current PCS work area. The current number of immigration and I-94 processing stations, the size of the I-94 permit waiting area, and the number of holding/detention cells in the PCS area are insufficient to meet the needs of the port.

Impact: By completing this project, CBP will be able to address the current structure's inefficient workflow, avoid increased processing times, which could lead to increased detention times, and avoid increased wait times.

Construction / Lease Award Schedule:

Activity	Estimated Schedule
Contract Solicitation	FY 2022 Q1
Design Award	FY 2022 Q2
Design Complete	FY 2022 Q3
Construction Award	FY 2022 Q1
Construction Start	FY 2023 Q2
Construction Complete	FY 2023 Q4

Project #2: Construct Commercial Inspection Building (CIB) at the Madawaska, ME Port of Entry

Funding Requirement: \$2.1M is provided to construct the Commercial Inspection Building at the Madawaska, ME POE.

Description: The funding will be used to construct a new Commercial Inspection Building (CIB) as part of the overall modernization plan for the POE. The new CIB will include a primary inspection booth and canopy, secondary inspection area and dock, inspection lot, and other supporting infrastructure. The construction of the CIB would be executed with the services of the GSA. This property is a General Services Administration (GSA) Federal leased property. Current space deficiencies for processing commercial vehicles is a priority issue needing to be addressed. 1,300 commercial and privately owned vehicles per day are processed at the Madawaska LPOE.

Justification: Despite having to perform commercial inspections, the POE has no commercial inspection space. This significantly impacts CBP's operations at the POE and impedes commercial traffic flow across the northern border. The proposed new CIB would provide CBP with much needed operational space, infrastructure enhancements, and facility components to better effectively and safely process the large volume of commercial and privately owned vehicles (1,300 per day/ 125 per hour) that travel across the POE. Current commercial traffic is limited by size and weight as a result of the poor condition of the bridge. However, with the completion of the overall GSA port modernization effort, improvements to the bridge are planned and an increase in commercial traffic is expected to rise to approximately 16,000 commercial vehicles crossings per year.

To fully complete the modernization of the POE and meet critical operational needs, the requested \$2.1M will fund CBP costs associated with the construction of the CIB.

Impact: By completing this project, CBP will be able to address the current POE's lack of required infrastructure, avoid increased commercial wait times, and overall improve the operational efficiency of the POE.

Construction / Lease Award Schedule:

Activity	Estimated Schedule
Contract Solicitation	FY 2022 Q1
Design Award	FY 2022 Q2
Construction Award	FY 2022 Q2
Construction Start	FY 2022 Q4
Construction Complete	FY 2024 Q3

Project #3: Land Ports of Entry (LPOE) Capital Construction and Modernization**Construction Description:**

This investment supports capital construction, expansion and modernization of facilities to include land ports of entry (LPOEs) on the northern and southern borders where U.S. Customs and Border Protection's (CBP) operates from. CBP is proceeding with the modernization and enhancements of the OFO real property portfolio to meet CBP's expanding capacity requirements and mission demands.

Funding Requirement: \$655 million

Description: The funding requirement of \$655 million will fund pre-planning, site acquisition, design, and construction requirements for LPOE modernization along the Northern and Southern borders, among which are San Luis I (Phase II), AZ, International Falls, MN, and Alcan, AK. CBP, in partnership with U.S. General Services Administration (GSA), will continue moving forward with these major capital projects to advance overall port operations. CBP & GSA continue to coordinate on projects identified on the LPOE Five-Year Plan, and the President's Budget for GSA includes funding to complete the Calexico West, Phase IIb project. The American Jobs Plan also includes funding for additional LPOE construction and modernization projects.

Justification: LPOE construction and modernization projects, typically funded through GSA's Federal Buildings Fund, have not received sufficient funding in over a decade. The Administration is prioritizing the modernization of the LPOE portfolio, recognizing the significant recapitalization needs for these facilities that are key to both facilitating lawful trade and travel into the United States, as well as identifying and mitigating unlawful trade, travel, and other threats. With an average age of 39 years, most of these facilities are old, outmoded, and in poor condition. Constructed in a pre-North American Free Trade Agreement and pre-9/11 environment with different operational and security challenges, most of the LPOEs are at or beyond capacity and surpassed the useful life for which they were designed.

Impact: CBP's LPOEs play a key role in fulfilling CBP's mission along the northern and southern land borders of the U.S. Not only serving as an international gateway for trade and travel between the U.S, Canada, and Mexico, the LPOEs also often serve as the engine for local cross-border activities for communities increasingly tied to one another, both socially and economically. Investment in LPOE modernization will improve operational capabilities, facility infrastructure, help mitigate the negative economic impact of border wait times, facilitate the economic development and sociodemographic growth in the border communities, and benefit the national economies on both sides of the border and beyond.

Construction/Lease Award Schedule:

To be determined based upon GSA scheduling input.

Air & Marine Facilities Portfolio – Investment Capital Investment Exhibits

Construction

(Dollars in Thousands)

	Acquisition Level	IT/ Non-IT	MAOL	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget
N024_000005172 - Air & Marine Facilities	Level 3	Non-IT	No	\$6,000	\$27,399	-

Construction Description

CBP is proceeding with the capital construction, expansion, and modernization of AMO facilities to remediate significant operational and infrastructure deficiencies.

Justification

The FY 2022 President's Budget does not request additional PC&I funding for Air & Marine Facilities. CBP continues to execute prior year funding provided for a Marine Unit in Port Aransas, TX, and an Air Unit in Laredo, TX.

End Items Breakdown <i>(Dollars in Thousands)</i>	FY 2020 Enacted		FY 2021 Enacted		FY 2022 President's Budget	
	Quantity	Amount	Quantity	Amount	Quantity	Amount
Co-location of Corpus Christi Marine Unit with USCG at Post Aransas, TX	-	\$6,000	-	-	-	-
Construct Air Unit, Laredo, TX.	-	-	-	\$27,399	-	-
Total	-	\$6,000	-	\$27,399	-	-

Construction and Facility Improvements End Items – Investment Itemized Procurements

End Items Purchases

(Dollars in Thousands)

	Acquisition Level	IT/ Non-IT	MAOL	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget
N/A - Construction and Facility Improvements End Items	Non-Major	Non-IT	No	\$9,000	\$12,000	\$10,000

End Items Description

Construction and Facility Improvement End Items includes funding for the design and construction of a variety of facilities that allow CBP to better meet mission needs. It includes real property projects that exceed the \$5M PC&I threshold, but are not part of the DHS MAOL. This includes the following projects:

End Items Breakdown <i>(Dollars in Thousands)</i>	FY 2020 Enacted		FY 2021 Enacted		FY 2022 President's Budget	
	Quantity	Amount	Quantity	Amount	Quantity	Amount
MG Emmitt J. Bean Federal Center Build-Out for CBP	-	-	-	-	-	\$10,000
Advanced Training Center Expansion		\$9,000	-	\$12,000	-	-
Total	-	\$9,000	-	\$12,000	-	\$10,000

MG Emmitt J. Bean Federal Center Build-Out for CBP: The FY 2022 Budget includes \$10.0M for the first year of capital investment funding to support the relocation of CBP mission support personnel to the Major General Emmett J. Bean Federal Center in Indianapolis IN. The funding will be used to support the mission-specific tenant improvement construction costs for the build-out of CBP space. Upon completion of the project, CBP will have consolidated approximately 847 FTE that were in GSA-commercial space from the Office of the Commissioner, Chief Counsel, OPR, and Enterprise Services into approximately 124,259 square feet of federally owned space. The project is expected to be completed in Quarter 3 of FY 2023.

Construction and Facility Improvement – PPA**Construction and Facility Improvements End Items**

GSA was approved for the prospectus project that included the renovation of the Bean Federal Center to consolidate Federal agencies into federally owned space as directed by Executive Order 12072, Federal Space Management. The Executive Order requires the maximization of the use of existing Federal space before acquiring or extending commercial leases.

Advanced Training Center Expansion: The FY 2022 Budget does not include additional funding for this activity. The FY 2020 enactment of \$9.0M and FY 2021 enactment of \$12.0M support the Instructional Design Center (IDC) and Distance Learning Center (DLC) Facility.

Department of Homeland Security

U.S. Customs and Border Protection

Immigration Inspection User Fee



Fiscal Year 2022

Congressional Justification

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*Immigration Inspection User Fee***Budget Comparison and Adjustments****Comparison of Budget Authority***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Immigration Inspection User Fee	4,179	4,179	\$447,284	4,179	1,718	\$267,342	4,179	2,425	\$394,772	-	707	\$127,430
Total	4,179	4,179	\$447,284	4,179	1,718	\$267,342	4,179	2,425	\$394,772	-	707	\$127,430
Subtotal Mandatory - Fee	4,179	4,179	\$447,284	4,179	1,718	\$267,342	4,179	2,425	\$394,772	-	707	\$127,430

\$575M of the \$840M in FY 2021 Sec. 541 emergency funding is intended to offset IIUF and cover an additional 2,750 FTE.

The Immigration Inspection User Fee (IIUF) is primarily used to fund immigration inspection and detention services at air and sea ports of entry. The revenue supports operations of both CBP and Immigration and Customs Enforcement (ICE).

After the creation of DHS, most of the immigration inspection functions were transferred to CBP; however, the functions funded by the IIUF for detention and removal of inadmissible aliens and other investigative activities were transferred to ICE. As a result, a Memorandum of Agreement (MOA) was established between CBP and ICE in 2004 to determine the allocation of fee collections between the two DHS Components. This MOA remains in effect to determine the allocation of fee collections. CBP retains 100 percent of Administrative Carrier Fines. CBP receives 82.6 percent of the Airline and Vessel User Fees, and the remaining 17.4 percent of the existing Airline and Vessel User Fees go to ICE. The amounts in the table above only include CBP's portion of IIUF collections.

Fee Authority: 8 U.S.C. § 1356(h); Pub. L. No. 99-500, § 205 (1986) (amending Section 286 of the Immigration and Nationality Act).

The Departments of Commerce, Justice, and State, the Judiciary, and Related Agencies Appropriations Act, 1987 (P.L. 99-591) authorized the collection of user fees from certain international passengers arriving in the United States.

Fee Uses: The IIUF is used to fund a portion of the salaries, benefits, and overtime for CBP Officers (CBPOs) performing immigration inspections, detention, and removal of inadmissible aliens. By statute, CBP appropriations can be reimbursed for the following activities:

- Providing immigration inspection and pre-inspection services;
- Providing overtime inspection services;
- Administration of debt recovery;
- Detection of fraudulent documents;
- Detention and removal of inadmissible aliens; and

- Asylum proceedings at airports and seaports.

Change Mechanism: The IIUF is established in legislative language. Therefore, any rate adjustments require a statutory change to 8 U.S.C. § 1356(d), (e)(3). Codified as 8 U.S.C. 1356(h), the statute established the immigration inspection fees to generate revenues which would reimburse the “expenses incurred by the Attorney General in providing immigration inspection and pre-inspection services for commercial aircraft or vessels.”

Previous Changes: Date of last fee rate adjustment was November 2001.

Recovery Rate: The IIUF is codified into law at 8 U.S.C. 1356(d-h); (h)(1)(a) provides the following: “receipts collected from the fee charged for the succeeding two years equal, as closely as possible, the cost of providing these services.” CBP understands this to mean that IUF is intended by Congress to be full cost recovery; therefore, the fees collected should be adjusted to cover the increasing costs of providing the required immigration inspection services and to achieve full cost recovery.

Due to the impact of COVID-19, FY 2020 collections were severely impacted. Current estimated collections reflect for a reduction from historic levels in FY 2021 and FY 2022; however, CBP will continue to monitor fee projections as real-world impacts of COVID-19 continue to evolve.

Historical Collections and Cost Recovery Rate

<i>(Dollars in Thousands)</i>	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Five-Year Total
Total Amount of Fee Collected	\$692,686	\$719,263	\$778,246	\$767,893	\$447,284	\$3,405,372
Total of Eligible Expenses	\$1,080,262	\$1,090,408	\$1,151,382	\$1,241,336	\$1,183,623	\$5,747,011
Cost Recovery %	64.12%	65.96%	67.59%	61.86%	37.79%	59.25%

Immigration Inspection User Fee Budget Authority and Obligations

(Dollars in Thousands)

	FY 2020	FY 2021	FY 2022
Enacted/Request	\$447,284	\$267,342	\$394,772
Carryover - Start of Year	\$226,643	\$44,858	\$44,818
Recoveries	-	-	-
Rescissions to Current Year/Budget Year	-	-	-
Net Sequestered Resources	\$21,220	\$11,151	(\$7,264)
Reprogramming/Transfers	-	-	-
Supplementals	-	\$575,089	-
Total Budget Authority	\$695,147	\$898,440	\$432,326
Collections - Reimbursable Resources	\$20,000	\$12,659	\$12,786
Collections - Other Sources	-	-	-
Total Budget Resources	\$715,147	\$911,099	\$445,112
Obligations (Actual/Estimates/Projections)	\$670,289	\$866,281	\$400,294
Personnel: Positions and FTE			
Enacted/Request Positions	4,179	4,179	4,179
Enacted/Request FTE	4,179	1,718	2,425
Onboard and Actual FTE			
Onboard (Actual/Estimates/Projections)	4,224	4,179	4,179
FTE (Actual/Estimates/Projections)	4,224	1,718	2,425

Sec. 541 in the FY21 Enactment provides \$840M to offset the decline in COBRA and Immigration User Fee collections. CBP will continue to monitor collections in year of execution and apply the offset as required to sustain customs and immigration inspection services.

\$840M from emergency appropriations (scored as a mandatory emergency CHIMP) were included in the Consolidated Appropriations Act, 2021 to support activities associated with customs and immigration inspections. CBP estimates \$575M of this amount will be allocated to IUF activities.

**Immigration Inspection User Fee
Collections – Reimbursable Resources**
(Dollars in Thousands)

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
IUF Reimbursable	-	-	\$20,000	-	-	\$12,659	-	-	\$12,786
Total Collections	-	-	\$20,000	-	-	\$12,659	-	-	\$12,786

Immigration Inspection User Fee
Summary of Budget Changes
(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	4,179	4,179	\$447,284
FY 2021 Enacted	4,179	1,718	\$267,342
FY 2022 Base Budget	4,179	1,718	\$267,342
Total Technical Changes	-	-	-
Total Transfers	-	-	-
Adjustment to Fee Projection	-	707	\$127,430
Total Pricing Changes	-	707	\$127,430
Total Adjustments-to-Base	-	707	\$127,430
FY 2022 Current Services	4,179	2,425	\$394,772
Total Program Changes	-	-	-
FY 2022 Request	4,179	2,425	\$394,772
FY 2021 TO FY 2022 Change	-	707	\$127,430

Immigration Inspection User Fee
Justification of Pricing Changes
(Dollars in Thousands)

	FY 2022 President's Budget		
	Positions	FTE	Amount
Pricing Change 1 - Adjustment to Fee Projection	-	707	\$127,430
Total Pricing Changes	-	707	\$127,430

Pricing Change 1 – Adjustment to Fee Projection: This Pricing Change reflects anticipated changes in Fee collections for FY 2022. Due to the impact of COVID-19, FY 2020 and FY 2021 collections have been severely impacted. Current estimated collections reflect an increase from 2021, but a continued reduction from historic levels in FY 2022. CBP will continue to monitor fee projections as real-world impacts of COVID-19 continue to evolve.

Immigration Inspection User Fee Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Immigration Inspection User Fee	4,179	4,179	\$402,476	\$96.31	4,179	1,718	\$240,561	\$140.02	4,179	2,425	\$355,225	\$146.48	-	707	\$114,664	\$6.46
Total	4,179	4,179	\$402,476	\$96.31	4,179	1,718	\$240,561	\$140.02	4,179	2,425	\$355,225	\$146.48	-	707	\$114,664	\$6.46
Subtotal Mandatory - Fee	4,179	4,179	\$402,476	\$96.31	4,179	1,718	\$240,561	\$140.02	4,179	2,425	\$355,225	\$146.48	-	707	\$114,664	\$6.46

The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel.

Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$271,433	\$162,236	\$239,566	\$77,330
11.5 Other Personnel Compensation	\$540	\$323	\$477	\$154
12.1 Civilian Personnel Benefits	\$130,503	\$78,002	\$115,182	\$37,180
Total - Personnel Compensation and Benefits	\$402,476	\$240,561	\$355,225	\$114,664
Positions and FTE				
Positions - Civilian	4,179	4,179	4,179	-
FTE - Civilian	4,179	1,718	2,425	707

Pay Cost Drivers

Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Civilian Pay	4,179	\$402,476	\$96.31	1,718	\$240,561	\$140.02	2,425	\$355,225	\$146.48	707	\$114,664	\$6.46
Total – Pay Cost Drivers	4,179	\$402,476	\$96.31	1,718	\$240,561	\$140.02	2,425	\$355,225	\$146.48	707	\$114,664	\$6.46

Explanation of Pay Cost Driver

Due to the impact of COVID-19, FY 2020 and FY 2021 collections have been severely impacted, resulting in distorted cost driver reflections. Current estimated collections reflect an increase from 2021, but a continued reduction from historic levels in FY 2022. CBP will continue to monitor fee projections as real-world impacts of COVID-19 continue to evolve.

Civilian Pay: Increased pay rates are driven by FERs and the FY22 Civilian Pay Raise. FTEs associated with this user fee represent the anticipated number of hours of fee-related work performed by CBP employees during FY 2022. Activity-based costing is used to assign direct and indirect costs to activities identified as eligible for reimbursement from user fees, including costs for compensation and benefits.

IIUF user fee collections fluctuate based on the number of entrants to the United States and correspond to the number of inspections that OFO must perform. Collections are not correlated to increases in CBP's cost per FTE. As such, CBP will adjust the composition of premium pay and benefits expenses between appropriated and user fee funding to continue supporting inspections.

Pay Cost Drivers Emergency Mandatory Appropriations

Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Civilian Pay	-	-	-	2,750	\$575,089	\$209.12	-	-	-	(2,750)	(\$575,089)	(\$209.12)
Total – Pay Cost Drivers	-	-	-	2,750	\$575,089	\$209.12	-	-	-	(2,750)	(\$575,089)	(\$209.12)

Explanation of Pay Cost Driver

The Consolidated Appropriations Act of FY 2021 provided \$840M of emergency mandatory appropriations for customs and immigration inspection and pre-inspection services at, or in support of ports of entry to offset the decline in collections related to a decrease in international travel from COVID-19 for the COBRA and IUF User Fee accounts. This cost driver covers a portion of salaries, benefits, and overtime for CBP Officers performing immigration inspections, detention and removal of inadmissible aliens.

Immigration Inspection User Fee
Permanent Positions by Grade Appropriation
(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Fee Funded Positions	4,179	4,179	4,179	-
Total Permanent Positions	4,179	4,179	4,179	-
Total Perm. Employment (Filled Positions) EOY	4,224	4,179	4,179	-
Unfilled Positions EOY	(45)	-	-	-
Position Locations				
U.S. Field Civilian	4,179	4,179	4,179	-
Averages				

Immigration Inspection User Fee Non Pay Budget Exhibits

Non Pay Summary (Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Immigration Inspection User Fee	\$44,808	\$26,781	\$39,547	\$12,766
Total	\$44,808	\$26,781	\$39,547	\$12,766
Subtotal Mandatory - Fee	\$44,808	\$26,781	\$39,547	\$12,766

Non Pay by Object Class (Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$238	\$143	\$210	\$67
22.0 Transportation of Things	\$147	\$88	\$130	\$42
23.1 Rental Payments to GSA	\$10,592	\$6,331	\$9,348	\$3,017
23.3 Communications, Utilities, & Miscellaneous	\$1,854	\$1,108	\$1,636	\$528
25.2 Other Services from Non-Federal Sources	\$9,764	\$5,836	\$8,618	\$2,782
25.3 Other Purchases of goods and services	\$1,107	\$661	\$977	\$316
25.6 Medical Care	\$1	-	\$1	\$1
25.7 Operation & Maintenance of Equipment	\$724	\$432	\$639	\$207
26.0 Supplies & Materials	\$1	\$1	\$1	-
31.0 Equipment	\$20,380	\$12,181	\$17,987	\$5,806
Total - Non Pay Budget Object Class	\$44,808	\$26,781	\$39,547	\$12,766

Non Pay Cost Drivers

Non Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
Equipment	\$20,380	\$12,181	\$17,987	\$5,806
Rental Payments to GSA	\$10,592	\$6,331	\$9,348	\$3,017
Other Services from Non-Federal Sources	\$9,764	\$5,836	\$8,618	\$2,782
Communications, Utilities, and Misc. Charges	\$1,854	\$1,108	\$1,636	\$528
Other Costs	\$2,218	\$1,325	\$1,958	\$633
Total – Non Pay Cost Drivers	\$44,808	\$26,781	\$39,547	\$12,766

Explanation of Non Pay Cost Drivers

IIUF funds the operating budget for the Regional Carrier Liaison Program (CLP). CBP anticipates an increase of approximately \$12.8M in non-pay funding based on increases in travel over FY 2021 levels. Even with this slight recovery, Non Pay related anticipated collections still lag behind the pre-COVID-19 baseline by \$50M.

Due to the impact of COVID-19, FY 2020 and FY 2021 collections have been severely impacted, resulting in distorted cost driver reflections. Current estimated collections reflect an increase from 2021, but a continued reduction from historic levels in FY 2022. CBP will continue to monitor fee projections as real-world impacts of COVID-19 continue to evolve.

Equipment: CBP reimburses a variety of equipment costs with this fee. The majority of the equipment costs reimbursed are within CBP's Office of Information Technology and include hardware, software, servers, and some communications equipment.

Rental Payments to GSA: CBP funds approximately 660 Office of Field Operations (OFO) facilities through this fee. The fee also supports a portion of CBP's indirect facilities costs, which are attributed to the fee through the activity-based costing model.

Other Services from Non-Federal Sources: CBP incurs a significant level of non-pay cost in indirect expenses, which are aligned to user fee activities via CBP's activity-based costing model. This fee reimburses the costs of contractual support to operate and maintain some of CBP's major IT systems.

Communications, Utilities, and Misc. Charges: CBP incurs costs for telephone (landline and mobile), electrical, water, and gas utilities, and other miscellaneous expenses (e.g., cleaning services) in the 660 OFO facilities.

Other Costs: CBP incurs a number of additional non-pay costs in support of the frontline activities associated with this user fee. These other costs include transportation and travel requirements for training and operations, supplies and materials for office management within CBP's program offices, and portions of indirect costs that are associated with the fee activity workloads.

Department of Homeland Security

U.S. Customs and Border Protection

Immigration Enforcement Fines



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*Immigration Enforcement Fines***Budget Comparison and Adjustments****Comparison of Budget Authority***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Immigration Enforcement Fines	2	2	\$515	2	1	\$205	2	1	\$209	-	-	\$4
Total	2	2	\$515	2	1	\$205	2	1	\$209	-	-	\$4
Subtotal Mandatory - Fee	2	2	\$515	2	1	\$205	2	1	\$209	-	-	\$4

CBP levies Immigration Enforcement Fines (IEF) against foreign nationals for failure to depart the United States if so ordered. CBP also levies fines on carriers transporting passengers to the United States that violate elements of immigration law. These fines fund activities to enhance enforcement under Title 8 of the U.S. Code, including the identification, investigation, apprehension, detention, and removal of criminal aliens.

Fee Authority: Section 273 of the Immigration and Nationality Act and Section 16 of the Immigration Act of 1924. The Immigration Enforcement Account was established under Section 382 of the Illegal Immigration Reform and Immigrant Responsibility Act of 1996 (P.L. 104-208: IIRIRA). Fines are levied on carriers transporting passengers to the United States that violate elements of immigration law.

Fee Uses: This account is comprised of a variety of fines and penalties, rather than a fee for service. The eventual service recipient is the U.S. government and the U.S. population. The fines are not intended to fully recover program costs but rather are intended to serve as a deterrent and monetary penalty for foreign national passengers and carriers that violate U.S. immigration laws.

Subject to the availability of funds, IEF revenues are used to support the following CBP activities: identification, investigation, apprehension, detention, and removal of criminal aliens; the maintenance and updating of systems to track criminal and illegal aliens on the border in areas with high apprehensions to deter illegal entry; and the repair, maintenance, and construction of border facilities.

The current circumstances and penalties associated with account are as follows:

INA SECTION	CIRCUMSTANCE	PENALTY
231(a)	No I-94 or wrong type of I-94 upon arrival.	\$1,394
231(b)	Non-submission or improper completion of I-94 at departure.	\$1,394
234	No advance notice of aircraft arrival or aircraft landing at unauthorized place.	\$3,788
243(c)	Failure to remove passenger as ordered [ref. 241(d) (3)].	\$3,195
	Failure to pay passenger removal expenses as ordered [ref. 241(e)].	\$3,195
	Failure to receive back passenger as ordered [ref. 241(d) (1)].	\$3,195
	Failure to detain stowaway until inspected [ref. 241(d) (2)].	\$3,195
	Failure to pay for stowaway removal as ordered [ref. 241(e)].	\$3,195
	Failure to remove stowaway as ordered [ref. 241(d) (2) (C)].	\$7,987
251	Failure to provide complete list of alien crew upon arrival.	\$378
	Failure to report illegally-landed alien crew.	\$378
	Failure to provide complete list of alien crew upon departure.	\$378
	Performance of unauthorized longshore work by alien crew [ref. 258].	\$9,472
254(a)(1)	Failure to detain alien crewman prior to inspection.	\$947-5,683
254(a)(2)	Failure to detain alien crewman as ordered.	\$947-5,683
254(a)(3)	Failure to remove alien crewman as ordered.	\$947-5,683
255	Employment on passenger vessels of crewmen with certain afflictions.	\$1,895
256	Improper discharge of alien crewman.	\$2,841-5,683
257	Bringing alien to the U.S. as crewman with intent to evade U.S. Immigration and Naturalization Service (INS) laws.	\$18,943
271	Failure to prevent unauthorized landing of aliens.	\$5,683
272	Bringing an alien subject to refusal on a health-related ground.	\$5,683
273(a)(1)	Bringing an alien without a valid unexpired entry document.	\$5,683
273(a)(2)	Taking a fee, deposit or consideration in attempt to avoid 273(a) (1) liability.	\$5,683

Change Mechanism: In accordance with the requirements of Section 4 of the Federal Civil Monetary Penalties Inflation Adjustment Act of 1990 (P.L. 101-410: Adjustment Act), as amended by the Debt Collection Improvement Act of 1996 (P.L. 104-134), the U.S. Department of the Justice (DOJ) published a regulation adjusting for inflation for the civil monetary penalties assessed or enforced by DOJ. This rule became effective September 29, 1999.

The Adjustment Act provides for the regular evaluation of civil monetary penalties to ensure that they continue to maintain their deterrent effect and that penalty amounts due the Federal Government are properly accounted for and collected. Debt Collection Improvement Act requires the head of each agency “by regulation [to] adjust each civil monetary penalty provided by law within the jurisdiction of the Federal agency” and to “publish each such regulation in the Federal Register” not later than 180 days after enactment of the Improvement Act.

Section 31001 of the Debt Collection Improvement Act also provides that the first adjustment of a civil monetary penalty made pursuant to the amendment may not exceed 10 percent of such penalty. Adjustment for inflation must occur every 4 years. Legacy Immigration and Naturalization Service (INS) published its increase in fines in 8 CFR § 280.53(c).

Previous Changes: CBP last changed the penalties in April 2019.

Recovery Rate: The fines are supposed to serve as a deterrent and are not expected to be full cost recovery.

Historical Collections and Cost Recovery Rate

(\$ in thousands)	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	TOTAL
Total Amount of Fee Collected	\$818	\$654	\$293	\$219	\$515	\$2,499
Total of Eligible Expenses	\$57,003	\$66,204	\$66,838	\$181,547	\$97,730	\$469,322
Cost Recovery %	1.44%	0.99%	0.44%	0.12%	0.53%	0.53%

Immigration Enforcement Fines Budget Authority and Obligations

(Dollars in Thousands)

	FY 2020	FY 2021	FY 2022
Enacted/Request	\$515	\$205	\$209
Carryover - Start of Year	\$45	\$106	\$28
Recoveries	-	-	-
Rescissions to Current Year/Budget Year	-	-	-
Net Sequestered Resources	(\$17)	\$19	-
Reprogramming/Transfers	-	-	-
Supplementals	-	-	-
Total Budget Authority	\$543	\$330	\$237
Collections - Reimbursable Resources	-	-	-
Collections - Other Sources	-	-	-
Total Budget Resources	\$543	\$330	\$237
Obligations (Actual/Estimates/Projections)	\$359	\$302	\$209
Personnel: Positions and FTE			
Enacted/Request Positions	2	2	2
Enacted/Request FTE	2	1	1
Onboard and Actual FTE			
Onboard (Actual/Estimates/Projections)	-	2	2
FTE (Actual/Estimates/Projections)	-	1	1

Immigration Enforcement Fines
Summary of Budget Changes
(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	2	2	\$515
FY 2021 Enacted	2	1	\$205
FY 2022 Base Budget	2	1	\$205
Total Technical Changes	-	-	-
Total Transfers	-	-	-
Adjustment to Fee Projection	-	-	\$4
Total Pricing Changes	-	-	\$4
Total Adjustments-to-Base	-	-	\$4
FY 2022 Current Services	2	1	\$209
Total Program Changes	-	-	-
FY 2022 Request	2	1	\$209
FY 2021 TO FY 2022 Change	-	-	\$4

Immigration Enforcement Fines
Justification of Pricing Changes
(Dollars in Thousands)

	FY 2022 President's Budget		
	Positions	FTE	Amount
Pricing Change 1 - Adjustment to Fee Projection	-	-	\$4
Total Pricing Changes	-	-	\$4

Pricing Change 1 – Adjustment to Fee Projection: This Pricing Change reflects anticipated changes in Fee collections for FY 2022. The change is attributed to forecasted increases in trade and travel volume, due to projected COVID-19 recoveries in FY 2022.

Immigration Enforcement Fines Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Immigration Enforcement Fines	2	2	\$515	\$257.50	2	1	\$205	\$205.00	2	1	\$209	\$209.00	-	-	\$4	\$4.00
Total	2	2	\$515	\$257.50	2	1	\$205	\$205.00	2	1	\$209	\$209.00	-	-	\$4	\$4.00
Subtotal Mandatory - Fee	2	2	\$515	\$257.50	2	1	\$205	\$205.00	2	1	\$209	\$209.00	-	-	\$4	\$4.00

The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel.

Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$348	\$136	\$138	\$2
12.1 Civilian Personnel Benefits	\$167	\$69	\$71	\$2
Total - Personnel Compensation and Benefits	\$515	\$205	\$209	\$4
Positions and FTE				
Positions - Civilian	2	2	2	-
FTE - Civilian	2	1	1	-

Pay Cost Drivers

Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Civilian Pay	2	\$515	\$257.50	1	\$205	\$205.00	1	\$209	\$209.00	-	\$4	\$4.00
Total – Pay Cost Drivers	2	\$515	\$257.50	1	\$205	\$205.00	1	\$209	\$209.00	-	\$4	\$4.00

Explanation of Pay Cost Driver

Civilian Pay: FTEs associated with this user fee represent the anticipated number of hours of fee-related work performed by CBP employees that will be reimbursed during FY 2022. CBP anticipates a similar rate of personnel compensation and benefits in FY 2022, remaining consistent with actual reimbursed expenditure patterns in FY 2020 and anticipated expenditure patterns in FY 2021.

Immigration Enforcement Fines Permanent Positions by Grade – Appropriation

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Fee Funded Positions	2	2	2	-
Total Permanent Positions	2	2	2	-
Total Perm. Employment (Filled Positions) EOY	-	2	2	-
Unfilled Positions EOY	2	-	-	-
Position Locations				
U.S. Field Civilian	2	2	2	-
Averages				

Department of Homeland Security

U.S. Customs and Border Protection

Electronic System for Travel Authorization (ESTA) Fee



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Electronic System for Travel Authorization (ESTA) Fee**Budget Comparison and Adjustments****Comparison of Budget Authority***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Electronic System for Travel Authorization (ESTA) Fee	94	94	\$25,620	94	28	\$6,613	94	27	\$11,084	-	(1)	\$4,471
Total	94	94	\$25,620	94	28	\$6,613	94	27	\$11,084	-	(1)	\$4,471
Subtotal Mandatory - Fee	94	94	\$25,620	94	28	\$6,613	94	27	\$11,084	-	(1)	\$4,471

The Electronic System for Travel Authorization (ESTA) Processing Fee enables CBP to recover the full cost of operating and maintaining an electronic system to pre-screen travelers prior to their arrival in the United States.

Fee Authority: The *Implementing Recommendations of the 9/11 Commission Act of 2007* (P. L. 110-53) authorized the establishment and use of an electronic travel authorization system to pre-screen travelers prior to arrival in the United States. This mandate was made operational by the creation of the ESTA in January 2009. ESTA operates under enforced compliance, requiring all Visa Waiver Program (VWP) travelers to obtain authorization prior to travel. The VWP allows visitors from designated countries to travel to the U.S. for business or pleasure for 90 days or less without obtaining a visa.

Fee Uses: ESTA fee collections are made up of a processing fee available to CBP (whose amounts are described in this fee chapter), and the Travel Promotion Fund Fee available to the Corporation for Travel Promotion (a.k.a., Brand USA):

- **Processing Fee (\$4):** All applicants requesting an electronic travel authorization (the authorization to travel to the United States is valid for a 2-year period, and travelers pay only once during the 2-year period) are charged \$4 for the application processing. The Processing Fee revenue funds the operational costs to administer the ESTA program and maintain information technology (IT) equipment, including the costs of the revenue program, the salaries and benefits of personnel, overtime, and the costs to maintain the system. CBP estimates the total processing fee collections will be approximately \$11.1M in FY 2022, due to impacts from COVID-19 recoveries.
- **Travel Promotion Fund Fee (\$17):** In FY 2020, the Further Consolidated Appropriations Act, 2020 (PL 116-94), extended the ESTA fee to 2027 and increased the Travel Promotion Fund Fee portion from \$10 to \$17. If the ESTA application is approved and the applicant receives authorization to travel to the United States under VWP, this additional \$17 will be charged. If the electronic travel authorization is denied, the individual pays only the original \$4 Processing Fee. Up to \$100 million derived from the collection of the \$17 Travel Promotion Fund Fee becomes available to Brand USA.

Change Mechanism: Regulation. Section 711(d)(1)(E) of P. L. 110-53 authorizes the Secretary of the Department of Homeland Security to establish a fee via regulation to recover the full cost of operating and administering ESTA.

Previous Changes: None.

Recovery Rate: ESTA is intended to be a full cost recovery program. However, costs are currently rising as CBP adjusts to the increased volume of ESTA applicants. Additionally, due to the impact of COVID-19, FY 2020 collections were severely impacted. Current estimates reflect reduced collections for FY 2021 and FY 2022; however, CBP will continue to monitor fee projections as real-world impacts of COVID-19 continue to evolve. After COVID-19 recovery, CBP will evaluate whether the costs will continue to outpace collections, (as seen in FY 2017-2019) and further discussions on changes to the Processing Fee amount to return to full cost recovery.

Historical Collections and Cost Recovery Rate

<i>(Dollars in Thousands)</i>	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Five-Year Total
Total Amount of Fee Collected	\$58,705	\$59,784	\$60,586	\$61,341	\$25,620	\$266,036
Total of Eligible Expenses	\$54,835	\$68,420	\$77,187	\$92,132	\$90,714	\$383,288
Cost Recovery %	107.06%	87.38%	78.49%	66.58%	28.24%	69.41%

Electronic System for Travel Authorization (ESTA) Fee Budget Authority and Obligations

(Dollars in Thousands)

	FY 2020	FY 2021	FY 2022
Enacted/Request	\$25,620	\$6,613	\$11,084
Carryover - Start of Year	\$38,821	\$11,584	\$1,189
Recoveries	-	-	-
Rescissions to Current Year/Budget Year	-	-	-
Net Sequestered Resources	\$2,291	\$1,135	(\$255)
Reprogramming/Transfers	-	-	-
Supplementals	-	-	-
Total Budget Authority	\$66,732	\$19,332	\$12,018
Collections - Reimbursable Resources	-	-	-
Collections - Other Sources	-	-	-
Total Budget Resources	\$66,732	\$19,332	\$12,018
Obligations (Actual/Estimates/Projections)	\$88,468	\$18,143	\$12,018
Personnel: Positions and FTE			
Enacted/Request Positions	94	94	94
Enacted/Request FTE	94	28	27
Onboard and Actual FTE			
Onboard (Actual/Estimates/Projections)	30	94	94
FTE (Actual/Estimates/Projections)	30	28	27

Electronic System for Travel Authorization (ESTA) Fee**Summary of Budget Changes***(Dollars in Thousands)*

	Positions	FTE	Amount
FY 2020 Enacted	94	94	\$25,620
FY 2021 Enacted	94	28	\$6,613
FY 2022 Base Budget	94	28	\$6,613
Total Technical Changes	-	-	-
Total Transfers	-	-	-
Adjustment to Fee Projection	-	(1)	\$4,471
Total Pricing Changes	-	(1)	\$4,471
Total Adjustments-to-Base	-	(1)	\$4,471
FY 2022 Current Services	94	27	\$11,084
Total Program Changes	-	-	-
FY 2022 Request	94	27	\$11,084
FY 2021 TO FY 2022 Change	-	(1)	\$4,471

Electronic System for Travel Authorization (ESTA) Fee**Justification of Pricing Changes***(Dollars in Thousands)*

	FY 2022 President's Budget		
	Positions	FTE	Amount
Pricing Change 1 - Adjustment to Fee Projection	-	(1)	\$4,471
Total Pricing Changes	-	(1)	\$4,471

Pricing Change 1 – Adjustment to Fee Projection: This Pricing Change reflects anticipated changes in Fee collections for FY 2022. This increase is due to the projected increased travel in FY 2022; however, CBP is still forecasting a COVID impact to this fee in FY 2022 and will continue to monitor projections as they are refined during the recovery.

Electronic System for Travel Authorization (ESTA) Fee

Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Electronic System for Travel Authorization (ESTA) Fee	94	94	\$19,736	\$209.96	94	28	\$4,000	\$142.86	94	27	\$4,000	\$148.15	-	(1)	-	\$5.29
Total	94	94	\$19,736	\$209.96	94	28	\$4,000	\$142.86	94	27	\$4,000	\$148.15	-	(1)	-	\$5.29
Subtotal Mandatory - Fee	94	94	\$19,736	\$209.96	94	28	\$4,000	\$142.86	94	27	\$4,000	\$148.15	-	(1)	-	\$5.29

The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel.

Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$13,154	\$3,000	\$3,000	-
11.3 Other than Full-time Permanent	\$6	-	-	-
11.5 Other Personnel Compensation	\$102	-	-	-
12.1 Civilian Personnel Benefits	\$6,474	\$1,000	\$1,000	-
Total - Personnel Compensation and Benefits	\$19,736	\$4,000	\$4,000	-
Positions and FTE				
Positions - Civilian	94	94	94	-
FTE - Civilian	94	28	27	(1)

Pay Cost Drivers

Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Civilian Pay	94	\$19,736	\$209.96	28	\$4,000	\$142.86	27	\$4,000	\$148.15	(1)	-	\$5.29
Total – Pay Cost Drivers	94	\$19,736	\$209.96	28	\$4,000	\$142.86	27	\$4,000	\$148.15	(1)	-	\$5.29

Explanation of Pay Cost Driver

Civilian Pay: FTEs associated with this user fee represent the anticipated number of hours of fee-related work performed by CBP employees that will be reimbursed during FY 2022. Due to the impact of COVID-19, FY 2020 and FY 2021 collections have been severely impacted, resulting in distorted cost driver reflections. Current estimated collections reflect a reduction from historic levels in FY 2022; however, CBP will continue to monitor fee projections as real-world impacts of COVID-19 continue to evolve.

**Electronic System for Travel Authorization (ESTA) Fee
Permanent Positions by Grade – Appropriation***(Dollars in Thousands)*

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Fee Funded Positions	94	94	94	-
Total Permanent Positions	94	94	94	-
Total Perm. Employment (Filled Positions) EOY	30	94	94	-
Unfilled Positions EOY	64	-	-	-
Position Locations				
U.S. Field Civilian	94	94	94	-
Averages				

Electronic System for Travel Authorization (ESTA) Fee**Non Pay Budget Exhibits****Non Pay Summary***(Dollars in Thousands)*

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Electronic System for Travel Authorization (ESTA) Fee	\$5,884	\$2,613	\$7,084	\$4,471
Total	\$5,884	\$2,613	\$7,084	\$4,471
Subtotal Mandatory - Fee	\$5,884	\$2,613	\$7,084	\$4,471

Non Pay by Object Class*(Dollars in Thousands)*

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$312	\$48	\$129	\$81
22.0 Transportation of Things	\$8	-	-	-
23.3 Communications, Utilities, & Miscellaneous	\$2	\$48	\$129	\$81
25.2 Other Services from Non-Federal Sources	\$3,870	\$1,614	\$4,379	\$2,765
25.5 Research & Development Contracts	\$4	-	-	-
25.7 Operation & Maintenance of Equipment	\$333	\$190	\$515	\$325
26.0 Supplies & Materials	\$1	-	-	-
31.0 Equipment	\$1,354	\$713	\$1,932	\$1,219
Total - Non Pay Budget Object Class	\$5,884	\$2,613	\$7,084	\$4,471

Non Pay Cost Drivers

Non Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
Other Services from Non-Federal Sources	\$3,870	\$1,614	\$4,379	\$2,765
Equipment	\$1,354	\$713	\$1,932	\$1,219
Other Costs	\$660	\$286	\$773	\$487
Total – Non Pay Cost Drivers	\$5,884	\$2,613	\$7,084	\$4,471

Explanation of Non Pay Cost Drivers

Due to the impact of COVID-19, FY 2020 and FY 2021 collections have been severely impacted, resulting in distorted cost driver reflections. Current estimated projections reflect a reduction in historic levels in FY 2022; however, CBP will continue to monitor fee projections as real-world impacts of COVID-19 continue to evolve.

Other Services from Non-Federal Sources: CBP engages contractual support to facilitate oversight and tracking of programs.

Equipment: Equipment for the ESTA program includes equipping CBPOs who work in the National Targeting Center, as well as providing servers and software to support the programs.

Other Costs: CBP incurs a number of additional non pay costs in support of the frontline activities associated with this user fee. These other costs include transportation and travel requirements for trainings and operations, supplies and materials for office management within CBP's program offices, and portions of indirect costs which are associated with the fee activity workloads.

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Land Border Inspection Fee



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*Land Border Inspection Fee***Budget Comparison and Adjustments****Comparison of Budget Authority***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Land Border Inspection Fee	202	202	\$34,862	202	119	\$21,489	202	192	\$36,018	-	73	\$14,529
Total	202	202	\$34,862	202	119	\$21,489	202	192	\$36,018	-	73	\$14,529
Subtotal Mandatory - Fee	202	202	\$34,862	202	119	\$21,489	202	192	\$36,018	-	73	\$14,529

The Land Border Inspection Fee (LBIF) is collected to recover the cost of trusted traveler programs (TTPs) at the Land Ports of Entry. These programs provide participants expedited processing, after undergoing advanced screening.

Fee Authority: The *Department of Justice Appropriation Act of 1990* (P.L. 101-515), as codified in 8 U.S.C. 1356(q), authorizes the LBIF to fully recover the costs incurred in operating the trusted traveler programs provided at land border ports of entry (POEs).

Fee Uses: Collections from LBIF fund the salaries and benefits of CBP Officers (CBPOs) supporting the TTPs, as well as operational and maintenance costs for the TTPs, including NEXUS Highway and Air, Secure Electronic Network for Travelers Rapid Inspection (SENTRI), and Free and Secure Trade Program (FAST). These programs help to improve the targeting, screening, and apprehension of high-risk international travelers, thereby preventing potential terrorist attacks and criminal activities while expediting the processing of legitimate travelers.

NEXUS is a joint program with the Canadian Border Services Agency that allows pre-screened travelers expedited processing when entering the United States and Canada for land, air, and marine crossings. FAST is a Border Accord Initiative between the U.S., Mexico, and Canada designed to ensure security and safety while enhancing the economic prosperity of each country. Canada receives quarterly payments for their portion of the NEXUS and FAST programs. The collections and disbursements to Canada are reported within the LBIF account.

The following fees are deposited into the LBIF account:

- Arrival/Departure Land Border (I-94): \$6
- Non-Immigrant Visa Waiver (I-94W): \$6
- Canadian Boat Landing Permit Individual (I-68): \$16 (individual); \$32 (family)
- NEXUS: \$50 (every 5 years)
 - NEXUS replacement card: \$25

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- FAST Driver Application Fee: \$50 (every 5 years)
- SENTRI: \$122.25 (individuals); \$160 maximum (families). Fee is for a 5-year membership. In addition to application fee, SENTRI includes the following:
 - Dedicated Commuter Lane Fees: \$80
 - Dedicated Commuter Lane additional vehicle (DCL): \$42
- Replacement of Papers for Nonresident Mexican Crossing (I-190): \$26

Change Mechanism: The rates for processing the forms were set by legacy Immigration and Naturalization Service (INS) in the U.S. Department of Justice regulations, and may be adjusted for inflation, by publication of an inflation adjustment. A notice in the Federal Register will announce the inflation adjustment. NEXUS, SENTRI, and FAST rates were set in part by negotiations with Canada and Mexico. LBIF is intended to recover the full costs incurred for the inspection services provided at LPOEs. However, Congress prohibits CBP from conducting studies to establish and collect any new “border crossing fee,” which refers to a fee that every pedestrian, cyclist, driver, and passenger of a private motor vehicle may be required to pay for crossing the Southern border or Northern border at a land POE.

Previous Changes: CBP last changed the fee in October 2006.

Recovery Rate: LBIF is intended to recover the full costs incurred by operating the Trusted Traveler Programs at land border POEs. It does not recover the cost of inspecting and processing all pedestrian and vehicle entrants at land POEs. Cost recovery increased in FY 2020 due to significant decreases in eligible expenses during the COVID-19 pandemic.

Historical Collections and Cost Recovery Rate

<i>(Dollars in Thousands)</i>	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Five-Year Total
Total Amount of Fee Collected	\$46,248	\$50,010	\$55,999	\$57,421	\$34,862	\$244,540
Total of Eligible Expenses	\$780,052	\$852,502	\$961,714	\$1,007,602	\$92,179	\$3,694,049
Cost Recovery %	5.93%	5.87%	5.82%	5.70%	37.82%	6.62%

Land Border Inspection Fee Budget Authority and Obligations

(Dollars in Thousands)

	FY 2020	FY 2021	FY 2022
Enacted/Request	\$34,862	\$21,489	\$36,018
Carryover - Start of Year	\$11,137	\$4,653	\$2,111
Recoveries	-	-	-
Rescissions to Current Year/Budget Year	-	-	-
Net Sequestered Resources	\$1,261	\$832	(\$828)
Reprogramming/Transfers	-	-	-
Supplementals	-	-	-
Total Budget Authority	\$47,260	\$26,974	\$37,301
Collections - Reimbursable Resources	-	-	-
Collections - Other Sources	-	-	-
Total Budget Resources	\$47,260	\$26,974	\$37,301
Obligations (Actual/Estimates/Projections)	\$42,607	\$24,863	\$35,190
Personnel: Positions and FTE			
Enacted/Request Positions	202	202	202
Enacted/Request FTE	202	119	192
Onboard and Actual FTE			
Onboard (Actual/Estimates/Projections)	222	202	202
FTE (Actual/Estimates/Projections)	222	119	192

Land Border Inspection Fee
Summary of Budget Changes
(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	202	202	\$34,862
FY 2021 Enacted	202	119	\$21,489
FY 2022 Base Budget	202	119	\$21,489
Total Technical Changes	-	-	-
Total Transfers	-	-	-
Adjustment to Fee Projection	-	73	\$14,529
Total Pricing Changes	-	73	\$14,529
Total Adjustments-to-Base	-	73	\$14,529
FY 2022 Current Services	202	192	\$36,018
Total Program Changes	-	-	-
FY 2022 Request	202	192	\$36,018
FY 2021 TO FY 2022 Change	-	73	\$14,529

Land Border Inspection Fee
Justification of Pricing Changes
(Dollars in Thousands)

	FY 2022 President's Budget		
	Positions	FTE	Amount
Pricing Change 1 - Adjustment to Fee Projection	-	73	\$14,529
Total Pricing Changes	-	73	\$14,529

Pricing Change 1 – Adjustment to Fee Projection: CBP estimates that LBIF collections will increase by \$14.5M from FY 2021 to FY 2022. This increase is due to the projected increased travel in FY 2022; however, CBP is still forecasting a COVID-19 impact to this fee in FY 2022 and will continue to monitor projections as they are refined during the recovery.

Land Border Inspection Fee Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Land Border Inspection Fee	202	202	\$27,183	\$134.57	202	119	\$16,756	\$140.81	202	192	\$28,084	\$146.27	-	73	\$11,328	\$5.46
Total	202	202	\$27,183	\$134.57	202	119	\$16,756	\$140.81	202	192	\$28,084	\$146.27	-	73	\$11,328	\$5.46
Subtotal Mandatory - Fee	202	202	\$27,183	\$134.57	202	119	\$16,756	\$140.81	202	192	\$28,084	\$146.27	-	73	\$11,328	\$5.46

The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel.

Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$16,937	\$10,440	\$17,499	\$7,059
11.5 Other Personnel Compensation	\$1,797	\$1,108	\$1,856	\$748
12.1 Civilian Personnel Benefits	\$8,449	\$5,208	\$8,729	\$3,521
Total - Personnel Compensation and Benefits	\$27,183	\$16,756	\$28,084	\$11,328
Positions and FTE				
Positions - Civilian	202	202	202	-
FTE - Civilian	202	119	192	73

Pay Cost Drivers

Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Civilian Pay	202	\$27,183	\$134.57	119	\$16,756	\$140.81	192	\$28,084	\$146.27	73	\$11,328	\$5.46
Total – Pay Cost Drivers	202	\$27,183	\$134.57	119	\$16,756	\$140.81	192	\$28,084	\$146.27	73	\$11,328	\$5.46

Explanation of Pay Cost Driver

Civilian Pay: FTEs associated with this user fee represent the anticipated number of hours of fee-related work performed by CBP employees that will be reimbursed during FY 2022. Activity-based costing is used to assign direct and indirect costs to activities identified as reimbursable from user fees, including increased costs for compensation and benefits. Increases from FY 2021 to FY 2022 can be attributed to increases in collection projections from FY 2021 to FY 2022, during expected COVID recovery. Increased collections would allow for LBIF-funded FTE levels to begin to recover toward baseline levels.

Land Border Inspection Fee
Permanent Positions by Grade – Appropriation
(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Fee Funded Positions	202	202	202	-
Total Permanent Positions	202	202	202	-
Total Perm. Employment (Filled Positions) EOY	222	202	202	-
Unfilled Positions EOY	(20)	-	-	-
Position Locations				
U.S. Field Civilian	202	202	202	-
Averages				

Land Border Inspection Fee
Non Pay Budget Exhibits

Non Pay Summary
(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Land Border Inspection Fee	\$7,679	\$4,733	\$7,934	\$3,201
Total	\$7,679	\$4,733	\$7,934	\$3,201
Subtotal Mandatory - Fee	\$7,679	\$4,733	\$7,934	\$3,201

Non Pay by Object Class
(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
44.0 Refunds	\$7,679	\$4,733	\$7,934	\$3,201
Total - Non Pay Budget Object Class	\$7,679	\$4,733	\$7,934	\$3,201

Non Pay Cost Drivers

Non Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
Financial Transfers	\$7,679	\$4,733	\$7,934	\$3,201
Total - Non Pay Cost Drivers	\$7,679	\$4,733	\$7,934	\$3,201

Explanation of Non Pay Cost Driver

Financial Transfers: CBP transfers non-pay funds quarterly to Canada to support the NEXUS, SENTRI, and FAST program for land, air, and marine crossings. T The increase from FY 2021 to FY 2022 can be attributed to COVID recovery projections in FY 2022.

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COBRA Customs Fees



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*COBRA Customs Fees***Budget Comparison and Adjustments****Comparison of Budget Authority***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
COBRA Customs Fees	3,188	3,188	\$485,920	3,446	1,709	\$239,353	3,446	2,453	\$359,380	-	744	\$120,027
Total	3,188	3,188	\$485,920	3,446	1,709	\$239,353	3,446	2,453	\$359,380	-	744	\$120,027
Subtotal Mandatory - Fee	3,188	3,188	\$485,920	3,446	1,709	\$239,353	3,446	2,453	\$359,380	-	744	\$120,027

\$265M of the \$840M in FY 2021 Sec. 541 emergency funding is intended to offset CCF and cover an additional 950 FTE.

Fee Authority: Revenue from the *Consolidated Omnibus Budget Reconciliation Act of 1985* (COBRA) Fees, P.L. 99-272, helps CBP recover costs incurred in the performance of customs inspections to facilitate legitimate trade and travel through U.S. ports of entry (POEs) while keeping the United States secure. Collections from COBRA user fees are made available through a permanent/indefinite appropriation, created by the aforementioned user fee statute.

Fee Uses: COBRA user fee collections fund customs inspection activities that are mandated by law. Supported by fee revenues, CBP officers (CBPOs) help ensure that all carriers, passengers, and their personal effects entering the United States are compliant with U.S. customs laws. The COBRA and Express Consignment Carrier Facility (ECCF) user fees financially support the inspection functions performed by CBP at POEs. To the extent that revenues are available, the estimated FY 2022 collections will fund the activities in the COBRA statute. However, COVID-19 has severely impacted travel-related revenues for CBP.

Consolidated Omnibus Budget Reconciliation Act (COBRA) User Fee

The COBRA account includes a series of user fees to recover costs incurred when processing air and sea passengers, commercial trucks, railroad cars, private aircraft and vessels, commercial vessels, dutiable mail packages, broker permits, barges and bulk carriers from Canada and Mexico, cruise vessel passengers, and ferry vessel passengers at U.S. POEs.

Effective November 5, 2011, certain exemptions under COBRA were eliminated. Section 601 of the *United States-Colombia Trade Promotion Agreement Implementation Act of 2011* (P.L. 112-42) lifted the exemption that excluded air and sea passengers from Canada, Mexico, the Caribbean,

and adjacent islands from having to pay the COBRA air, sea, and cruise vessel (ferry passengers are still exempted) passenger fees.¹ Fees from these passengers are accounted for in CBP's COBRA Free Trade Agreement (FTA) fee account (see separate justification document).

Express Consignment Carrier Facility User Fee

Section 337 of the *Trade Act of 2002* (P.L. 107-210), codified as 19 USC 58c (b) (9) (A) (ii) and (b) (9) (B), authorizes the establishment and use of the Express Consignment Carrier Facilities (ECCF) fee to fully reimburse CBP for the processing of costs incurred at those facilities. Since ECCF fees are deposited in the Customs User Fee Account for budgetary purposes, they are reported with the COBRA user fees. Congress mandated that 50 percent of ECCF fee collections be transferred to the Treasury's General Fund. The balance is used to reimburse CBP for the cost of providing inspection services to express consignment operators or carriers. ECCF fees are intended to be full cost recovery and are not subject to the COBRA hierarchy of reimbursable activities.

An express consignment operator or carrier is an entity operating in any mode that moves cargo by special express commercial service under closely integrated administrative control. Services are offered to the public under advertised, reliable, and timely door-to-door delivery. An express consignment operator assumes liability for the articles in the same manner as if it were the sole carrier.

CBP inspections are carried out at Express Carrier Operation facilities, which are akin to bonded warehouses and have the ability to handle high volume parcel flows into and through the United States. International couriers and high-volume parcel shippers to the U.S. (including high volume e-commerce parcel flows to the U.S.) can access these facilities for cost efficient clearance and domestic injection by paying the express consignment fee.

Change Mechanism: COBRA and Express Consignment fees are set legislatively and any rate adjustments require a statutory change to 19 U.S.C. § 58c. Congress can adjust the fee rates or give CBP the ability to adjust fee rates within specified parameters. Section 32201 of the Fixing America's Surface Transportation (FAST) Act amended 19 U.S.C. 58c by requiring certain customs COBRA user fees to increase rates in concert with inflation and directing those inflation increases to the Federal Highways Fund.

Previous Changes: The table below lists the current COBRA rates as of FY 2021. The rates are adjusted yearly in alignment with The Fixing America's Surface Transportation Act (FAST Act, Pub. L. 114-94). The FAST Act, enacted on December 4, 2015, authorizes CBP to adjust the COBRA fee rates to reflect increases in the Consumer Price Index, beginning on April 1, 2016, and at the start of each fiscal year thereafter. Accordingly, CBP increased the COBRA rates in FYs 2018 - 2021. Per the FAST Act, the collections are not available to fund CBP operations unless appropriated.

¹ Anguilla, Antigua and Barbuda, Aruba, Bahamas, Barbados, Bermuda-United Kingdom, British VI-United Kingdom, Cayman Islands, Cuba, Dominica, Dominican Republic, Grenada and South Grenadines, Guadeloupe-France, Haiti, Jamaica, Martinique-France, Netherlands Antilles, St. Kitts and Nevis, St. Lucia, St. Vincent and North Grenadines, Trinidad and Tobago, Turks and Caicos Islands-United Kingdom

Current COBRA Fee Rate Table

Fee	Rate (Per Occurrence/ Annual Limit)
Commercial Vessels	\$476.04/\$6,486.99
Commercial Trucks	\$5.95/\$108.93
Railroad Cars	\$8.99/\$108.93
Private Aircraft (Decal)	\$29.96
Private Vessel (Decal)	\$29.96
Commercial Aircraft Passenger (User Fee)	\$5.99
Commercial Vessel Passenger (User Fee – Non Exempt)	\$5.99
Commercial Vessel Passenger - Exempt	\$2.10
Dutiable Mail	\$5.99
Broker Permit	\$150.33
Barges and Other Bulk Carriers	\$119.83/\$1,634.00
Carriers operating Express Consignment Facilities are required to pay the fee.	\$1.09 (.50 CBP + .59 Treasury)

Recovery Rate: The ECCF fee is intended to be full cost recovery. However, the COBRA legislation includes a hierarchy which identifies the costs that may be reimbursed. Due to the hierarchy structure, CBP is unable to fully recover the cost of providing services as it relates to COBRA. Additionally, due to the impact of COVID-19, FY 2020 collections were severely impacted. Estimated collections reflect the reduced projections for FY 2021 and FY 2022 for COBRA; even though ECCF remains stable. CBP will continue to monitor fee projections as real-world impacts of COVID-19 continue to evolve.

Historical Collections and Cost Recovery Rate

<i>(Dollars in Thousands)</i>	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Five-Year Total
Total Amount of Fee Collected	\$528,051	\$555,952	\$594,402	\$649,988	\$485,920	\$2,814,313
Total of Eligible Expenses	\$808,090	\$839,094	\$721,796	\$771,288	\$739,928	\$3,880,196
Cost Recovery %	65.35%	66.26%	82.35%	84.27%	65.67%	72.53%

COBRA Customs Fees
Budget Authority and Obligations
(Dollars in Thousands)

	FY 2020	FY 2021	FY 2022
Enacted/Request	\$485,920	\$239,353	\$359,380
Carryover - Start of Year	\$316,486	\$278,342	\$1,527
Recoveries	-	-	-
Rescissions to Current Year/Budget Year	-	-	-
Net Sequestered Resources	\$12,437	\$14,219	(\$6,842)
Reprogramming/Transfers	-	-	-
Supplementals	-	\$264,911	-
Total Budget Authority	\$814,843	\$796,825	\$354,065
Collections - Reimbursable Resources	-	-	-
Collections - Other Sources	-	-	-
Total Budget Resources	\$814,843	\$796,825	\$354,065
Obligations (Actual/Estimates/Projections)	\$536,501	\$795,298	\$352,538
Personnel: Positions and FTE			
Enacted/Request Positions	3,188	3,446	3,446
Enacted/Request FTE	3,188	1,709	2,453
Onboard and Actual FTE			
Onboard (Actual/Estimates/Projections)	2,538	3,446	3,446
FTE (Actual/Estimates/Projections)	2,428	1,709	2,453

Sec. 541 in the FY21 Enactment provides \$840M to offset the decline in COBRA and Immigration User Fee collections. CBP will continue to monitor collections in year of execution and apply the offset as required to sustain customs and immigration inspection services.

\$840M from emergency appropriations (scored as a mandatory emergency CHIMP) were included in the Consolidated Appropriations Act, 2021 to support activities associated with customs and immigration inspections. CBP estimates \$265M of this amount will be allocated to CCF activities.

COBRA Customs Fees
Summary of Budget Changes
(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	3,188	3,188	\$485,920
FY 2021 Enacted	3,446	1,709	\$239,353
FY 2022 Base Budget	3,446	1,709	\$239,353
Total Technical Changes	-	-	-
Total Transfers	-	-	-
Adjustment to Fee Projection	-	744	\$120,027
Total Pricing Changes	-	744	\$120,027
Total Adjustments-to-Base	-	744	\$120,027
FY 2022 Current Services	3,446	2,453	\$359,380
Total Program Changes	-	-	-
FY 2022 Request	3,446	2,453	\$359,380
FY 2021 TO FY 2022 Change	-	744	\$120,027

COBRA Customs Fees
Justification of Pricing Changes
(Dollars in Thousands)

	FY 2022 President's Budget		
	Positions	FTE	Amount
Pricing Change 1 - Adjustment to Fee Projection	-	744	\$120,027
Total Pricing Changes	-	744	\$120,027

Pricing Change 1 – Adjustment to Fee Projection: This Pricing Change reflects anticipated changes in Fee collections for FY 2022. This increase is due to the projected partial COVID recoveries in FY 2022.

COBRA Customs Fees

Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
COBRA Customs Fees	3,188	3,188	\$485,919	\$152.42	3,446	1,709	\$239,352	\$140.05	3,446	2,453	\$359,379	\$146.51	-	744	\$120,027	\$6.45
Total	3,188	3,188	\$485,919	\$152.42	3,446	1,709	\$239,352	\$140.05	3,446	2,453	\$359,379	\$146.51	-	744	\$120,027	\$6.45
Subtotal Mandatory - Fee	3,188	3,188	\$485,919	\$152.42	3,446	1,709	\$239,352	\$140.05	3,446	2,453	\$359,379	\$146.51	-	744	\$120,027	\$6.45

The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel.

Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$196,342	\$96,713	\$145,212	\$48,499
11.5 Other Personnel Compensation	\$176,314	\$86,848	\$130,399	\$43,551
12.1 Civilian Personnel Benefits	\$113,263	\$55,791	\$83,768	\$27,977
Total - Personnel Compensation and Benefits	\$485,919	\$239,352	\$359,379	\$120,027
Positions and FTE				
Positions - Civilian	3,188	3,446	3,446	-
FTE - Civilian	3,188	1,709	2,453	744

Pay Cost Drivers

Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Civilian Pay	3,188	\$485,919	\$152.42	1,709	\$239,352	\$140.05	2,453	\$359,379	\$146.51	744	\$120,027	\$6.45
Total – Pay Cost Drivers	3,188	\$485,919	\$152.42	1,709	\$239,352	\$140.05	2,453	\$359,379	\$146.51	744	\$120,027	\$6.45

Explanation of Pay Cost Driver

Due to the impact of COVID-19, FY 2020 and FY 2021 collections have been severely impacted, resulting in an uncorrelated reflection within this cost driver. Current estimated collections reflect an increase from 2021, but a continued reduction from historic levels in FY 2022. CBP will continue to monitor fee projections as real-world impacts of COVID-19 continue to evolve.

Civilian Pay: This increase is due to the projected COVID-19 recoveries in FY 2022; however, CBP is still forecasting a COVID-19 impact to this fee in FY 2022 and will continue to monitor projections as they are refined during the recovery.

FTEs associated with this user fee represent the anticipated number of hours of fee-related work performed by CBP employees during FY 2022.

After COVID-19 recovery, should collections in COBRA fees increase, these additional collections would permit additional reimbursement of personnel compensation and benefit costs. Anticipated increases in Personnel, Costs and Benefits (PC&B) would reimburse the following (in hierarchical order):

- All inspectional overtime;
- Premium Pay;
- Excess Preclearance;
- Foreign language proficiency awards (FLAP); and
- Enhanced positions – enhance customs services for those persons or entities that are required to pay COBRA fees.

The average cost per FTE is determined by dividing the pay compensation and benefits amount by the number of FTE. The personnel compensation and benefits for COBRA contain a significant portion of the overtime for trade and travel activities, meaning that the average cost may seem higher than for other fees or appropriated accounts (due to the hierarchical reimbursement structure of the COBRA account). Activity-based costing is used to assign direct and indirect costs to activities identified as reimbursable from user fees, including costs for compensation and benefits.

Pay Cost Drivers Emergency Mandatory Appropriations

Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Civilian Total	-	-	-	1,155	\$264,911	\$229.36	-	-	-	(1,155)	(\$264,911)	(\$229.36)
Total – Pay Cost Drivers	-	-	-	1,155	\$264,911	\$229.36	-	-	-	(1,155)	(\$264,911)	(\$229.36)

Explanation of Pay Cost Driver

The Consolidated Appropriations Act of FY 2021 provided \$840M in emergency mandatory appropriations for customs and immigration inspection and pre-inspection services at, or in support of ports of entry, to offset the decline in collections related to a decrease in international travel from COVID-19 for the COBRA and IUF User Fee accounts. This cost driver covers a portion of salaries, benefits, and overtime for CBP Officers performing customs inspections to facilitate legitimate trade and travel through U.S. ports of entry.

COBRA Customs Fees
Permanent Positions by Grade – Appropriation
(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Fee Funded Positions	3,188	3,446	3,446	-
Total Permanent Positions	3,188	3,446	3,446	-
Total Perm. Employment (Filled Positions) EOY	2,428	3,446	3,446	-
Unfilled Positions EOY	760	-	-	-
Position Locations				
U.S. Field Civilian	3,188	3,446	3,446	-
Averages				

COBRA Customs Fees Non Pay Budget Exhibits

Non Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
COBRA Customs Fees	\$1	\$1	\$1	-
Total	\$1	\$1	\$1	-
Subtotal Mandatory - Fee	\$1	\$1	\$1	-

Non Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
25.2 Other Services from Non-Federal Sources	\$1	\$1	\$1	-
Total - Non Pay Budget Object Class	\$1	\$1	\$1	-

Non Pay Cost Drivers

Non Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
Transportation of Things	\$7,670	-	-	-
Other Goods and Services from Federal Sources	\$8,412	-	-	-
Other Services from Non-Federal Sources	\$11,345	\$1	\$1	-
Rental Payments to Others	\$3,748	-	-	-
Other Costs	\$8,459	-	-	-
Total – Non Pay Cost Drivers	\$39,634	\$1	\$1	-

Explanation of Non Pay Cost Drivers

While ECCF collections have remained stable during COVID-19, COBRA collections have been severely impacted due to the impact of COVID-19 for FY 2020 and FY 2021 collections, resulting in distorted cost driver reflections. Current estimated collections reflect a continued reduction from historic levels in FY 2022. CBP will continue to monitor fee projections as real-world impacts of COVID-19 continue to evolve.

Other Services from Non-Federal Sources: CBP engages contractual support to facilitate oversight and tracking of preclearance activities.

Department of Homeland Security

U.S. Customs and Border Protection

COBRA FTA



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COBRA FTA**Budget Comparison and Adjustments****Comparison of Budget Authority***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
COBRA FTA	1,287	1,278	\$179,271	1,287	607	\$85,008	1,287	1,429	\$209,364	-	822	\$124,356
Total	1,287	1,278	\$179,271	1,287	607	\$85,008	1,287	1,429	\$209,364	-	822	\$124,356
Subtotal Discretionary - Fee	1,287	1,278	\$179,271	1,287	607	\$85,008	1,287	1,429	\$209,364	-	822	\$124,356

Fee Authority: *The Consolidated Omnibus Budget Reconciliation Act 1985—Free Trade Agreement* (COBRA FTA; P.L. 99-272) fee authority is used by CBP to recover costs it incurs in the performance of its mission of facilitating legitimate trade and travel through U.S. ports of entry (POEs) while keeping the United States secure.

Fee Uses: COBRA FTA established a series of customs user fees to recover costs incurred when processing air and sea passengers, commercial trucks, railroad cars, private aircraft and vessels, commercial vessels, dutiable mail packages, broker permits, barges and bulk carriers from Canada and Mexico, cruise vessel passengers, and ferry vessel passengers at U.S. POEs.

Effective November 5, 2011, certain exemptions under COBRA FTA were eliminated. Section 601 of the *United States-Colombia Trade Promotion Agreement Implementation Act of 2011* (P.L. 112-42) lifted the exemption that excluded air and sea passengers from Canada, Mexico, and the Caribbean, adjacent islands from having to pay the COBRA FTA air, sea, and cruise vessel (ferry passengers are still exempted) passenger fees.¹ Collections from these locations fund the COBRA FTA fee.

COBRA FTA fees are deposited in the Customs User Fee Account, which is a no-year fund, and are available only to the extent provided in annual appropriations acts. The *Fiscal Year (FY) 2020 Consolidated Appropriations Act* made the FY 2020 FTA fees available through a General Provision. The *FY 2021 Consolidated Appropriations Act* included similar appropriations language that allows for the COBRA FTA collections to be made available for obligation.

¹ Anguilla, Antigua and Barbuda, Aruba, Bahamas, Barbados, Bermuda-United Kingdom, British VI-United Kingdom, Cayman Islands, Cuba, Dominica, Dominican Republic, Grenada and South Grenadines, Guadeloupe-France, Haiti, Jamaica, Martinique-France, Netherlands Antilles, St. Kitts and Nevis, St. Lucia, St. Vincent and North Grenadines, Trinidad and Tobago, Turks and Caicos Islands-United Kingdom

Change Mechanism: COBRA fees are set legislatively and any rate adjustments require a statutory change to 19 U.S.C. § 58c. Congress can adjust the fee rates or give CBP the ability to adjust fee rates within specified parameters. Section 32201 of the Fixing America's Surface Transportation (FAST) Act amended 19 U.S.C. 58c by requiring certain customs COBRA user fees to increase rates in concert with inflation. CBP has the authority to adjust the COBRA FTA fee rates to reflect increases in the Consumer Price Index via regulation.

Previous Changes: The table below lists the current COBRA rates as of FY 2021. The rates are adjusted yearly in alignment with *The Fixing America's Surface Transportation Act* (FAST Act, [Pub. L. 114-94](#)), which authorizes CBP to adjust the COBRA fee rates to reflect increases in the Consumer Price Index, beginning on April 1, 2016, and at the start of each fiscal year thereafter. Accordingly, CBP increased the COBRA rates in FY 2018 - 2021.

COBRA Fee Rate Table

Fee	Rate (Per Occurrence/ Annual Limit)
Commercial Vessels	\$476.04/\$6,486.99
Commercial Trucks	\$5.95/\$108.93
Railroad Cars	\$8.99/\$108.93
Private Aircraft (Decal)	\$29.96
Private Vessel (Decal)	\$29.96
Commercial Aircraft Passenger (User Fee)	\$5.99
Commercial Vessel Passenger (User Fee – Non Exempt)	\$5.99
Commercial Vessel Passenger - Exempt	\$2.10
Dutiable Mail	\$5.99
Broker Permit	\$150.33
Barges and Other Bulk Carriers	\$119.83/\$1,634.00
Carriers operating Express Consignment Facilities are required to pay the fee.	\$1.09 (\$0.50 CBP)

Recovery Rate: The COBRA legislation includes a hierarchy that identifies the costs that may be reimbursed. The legislation does not provide authority for the user fees to fully recover the cost of providing services.

Additionally, due to the impact of COVID-19, FY 2020 collections were severely impacted. Current estimates reflect reduced collections for FY 2021 and FY 2022; however, CBP will continue to monitor fee projections as real-world impacts of COVID-19 continue to evolve.

Historical Collections and Cost Recovery Rate

<i>(Dollars in Thousands)</i>	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Five-Year Total
Total Amount of Fee Collected	\$235,241	\$250,453	\$264,925	\$288,705	\$179,271	\$1,218,595
Total of Eligible Expenses	\$345,907	\$349,145	\$365,572	\$392,924	\$354,398	\$1,807,946
Cost Recovery %	68.0%	71.7%	72.5%	73.5%	50.6%	67.4%

COBRA FTA
Budget Authority and Obligations
(Dollars in Thousands)

	FY 2020	FY 2021	FY 2022
Enacted/Request	\$179,271	\$85,008	\$209,364
Carryover - Start of Year	\$145,875	\$11,026	\$44
Recoveries	-	-	-
Rescissions to Current Year/Budget Year	-	-	-
Net Sequestered Resources	-	-	-
Reprogramming/Transfers	-	-	-
Supplementals	-	-	-
Total Budget Authority	\$325,146	\$96,034	\$209,408
Collections - Reimbursable Resources	-	-	-
Collections - Other Sources	-	-	-
Total Budget Resources	\$325,146	\$96,034	\$209,408
Obligations (Actual/Estimates/Projections)	\$387,748	\$95,990	\$209,364
Personnel: Positions and FTE			
Enacted/Request Positions	1,287	1,287	1,287
Enacted/Request FTE	1,278	607	1,429
Onboard and Actual FTE			
Onboard (Actual/Estimates/Projections)	2,118	1,287	1,287
FTE (Actual/Estimates/Projections)	2,118	607	1,429

Sec. 541 in the FY21 Enactment provides \$840M to offset the decline in COBRA and Immigration User Fee collections. CBP will continue to monitor collections in year of execution and apply the offset as required to sustain customs and immigration inspection services.

COBRA FTA
Summary of Budget Changes
(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	1,287	1,278	\$179,271
FY 2021 Enacted	1,287	607	\$85,008
FY 2022 Base Budget	1,287	607	\$85,008
Total Technical Changes	-	-	-
Total Transfers	-	-	-
Adjustment to Fee Projection	-	822	\$124,356
Total Pricing Changes	-	822	\$124,356
Total Adjustments-to-Base	-	822	\$124,356
FY 2022 Current Services	1,287	1,429	\$209,364
Total Program Changes	-	-	-
FY 2022 Request	1,287	1,429	\$209,364
FY 2021 TO FY 2022 Change	-	822	\$124,356

COBRA FTA

Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
COBRA FTA	1,287	1,278	\$179,271	\$140.27	1,287	607	\$85,008	\$140.05	1,287	1,429	\$209,364	\$146.51	-	822	\$124,356	\$6.46
Total	1,287	1,278	\$179,271	\$140.27	1,287	607	\$85,008	\$140.05	1,287	1,429	\$209,364	\$146.51	-	822	\$124,356	\$6.46
Subtotal Discretionary - Fee	1,287	1,278	\$179,271	\$140.27	1,287	607	\$85,008	\$140.05	1,287	1,429	\$209,364	\$146.51	-	822	\$124,356	\$6.46

The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel.

Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$93,474	\$47,998	\$118,213	\$70,215
11.5 Other Personnel Compensation	\$33,773	\$16,523	\$40,695	\$24,172
12.1 Civilian Personnel Benefits	\$52,024	\$20,487	\$50,456	\$29,969
Total - Personnel Compensation and Benefits	\$179,271	\$85,008	\$209,364	\$124,356
Positions and FTE				
Positions - Civilian	1,287	1,287	1,287	-
FTE - Civilian	1,278	607	1,429	822

Pay Cost Drivers

Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Civilian Total	1,278	\$179,271	\$140.27	607	\$85,008	\$140.05	1,429	\$209,364	\$146.51	822	\$124,356	\$6.46
Total – Pay Cost Drivers	1,278	\$179,271	\$140.27	607	\$85,008	\$140.05	1,429	\$209,364	\$146.51	822	\$124,356	\$6.46

Explanation of Pay Cost Driver

Due to the impact of COVID-19, FY 2020 and FY 2021 collections have been severely impacted, resulting in distorted cost driver reflections. Current estimated collections reflect a reduction from historical levels in FY 2022; however, CBP will continue to monitor fee projections as real-world impacts of COVID-19 continue to evolve.

Civilian Pay: This increase is due to the projected increase in trade and travel in FY 2022; however, CBP is still forecasting a COVID-19 impact to this fee in FY 2022 and will continue to monitor projections as they are refined during the recovery.

FTEs associated with this user fee represent the anticipated number of hours of fee-related work performed by CBP employees that will be reimbursed during FY 2022. After COVID-19 recovery, should collections in COBRA fees increase, these additional collections would permit additional reimbursement of personnel compensation and benefit costs.

Anticipated increases in Personnel, Costs and Benefits (PC&B) would reimburse the following (in hierarchical order):

- All inspectional overtime;
- Premium Pay;
- Excess Preclearance;
- Foreign language proficiency awards (FLAP); and
- Enhanced positions – enhance customs services for those persons or entities that are required to pay COBRA fees.

The average cost per FTE is determined by dividing the pay compensation and benefits amount by the number of FTE. The personnel compensation and benefits for COBRA contain a significant portion of the overtime for trade and travel activities, meaning that the average cost per FTE may be higher than for other fees or appropriated accounts. Activity-based costing is used to assign direct and indirect costs to activities identified as reimbursable from user fees, including costs for compensation and benefits.

. The average cost per COBRA FTE continues to rise as those performing customs inspections are generally part of CBP's mature workforce.

COBRA FTA
Permanent Positions by Grade – Appropriation
(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Fee Funded Positions	1,287	1,287	1,287	-
Total Permanent Positions	1,287	1,287	1,287	-
Total Perm. Employment (Filled Positions) EOY	2,118	1,287	1,287	-
Unfilled Positions EOY	(831)	-	-	-
Position Locations				
U.S. Field Civilian	1,287	1,287	1,287	-
Averages				

Department of Homeland Security

U.S. Customs and Border Protection

Agricultural Quarantine and Inspection Fees



Fiscal Year 2022

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*Agricultural Quarantine and Inspection Fees***Budget Comparison and Adjustments****Comparison of Budget Authority***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Agricultural Quarantine and Inspection Fees	3,361	3,361	\$533,104	3,361	3,270	\$533,104	3,361	3,126	\$533,104	-	(144)	-
Total	3,361	3,361	\$533,104	3,361	3,270	\$533,104	3,361	3,126	\$533,104	-	(144)	-
Subtotal Mandatory - Fee	3,361	3,361	\$533,104	3,361	3,270	\$533,104	3,361	3,126	\$533,104	-	(144)	-

Agricultural Quarantine Inspection (AQI) Program user fees, also known as the Animal and Plant Health Inspection Service (APHIS) user fees, help CBP recover the costs of agriculture inspection activities for international passengers, conveyances, animals, plants, and agricultural goods at U.S. ports of entry (POE).

Fee Authority: Section 2509 of the *Food, Agriculture, Conservation and Trade Act of 1990 (FACT Act)* (P.L. 101-624) authorizes the U.S. Department of Agriculture (USDA) to collect user fees for various services. The law, codified as 21 U.S.C. 136a, established seven types of Plant Protection and Quarantine (PPQ) user fees, six of which are the AQI fees.

Fee Uses: These fees are collected to recover the costs of inspection activities for international passengers, conveyances, animals, plants, and agricultural goods at POEs. This authority established fees on five modes of international passenger and conveyance transportation:

- International air passengers.
- Commercial aircraft.
- Commercial vessels.
- Commercial trucks.
- Commercially loaded rail cars.

The *Homeland Security Act of 2002* (P.L. 107-296) transferred certain inspection functions from USDA to DHS; Section 421(f) (6 U.S.C. 231(f)) mandates that CBP and USDA agree on a periodic transfer of funds. Therefore, CBP and USDA agree annually upon a codicil, which outlines the portion of the AQI collections each agency will receive that fiscal year.

In FY 2015, USDA amended the Code of Federal Regulations (CFR) to better align AQI rates to the activities that incur those costs, leading to fee reductions in some areas and increases in others (Exhibit 1).

Current and Previous AQI User Fee Rates

User Fee Class (Actual Dollars)	Previous	Current
Air passenger	\$5.00	\$3.96
Commercial aircraft	\$70.75	\$225.00
Commercial cargo vessel	\$496.00	\$825.00
Commercial truck	\$5.25	\$7.55
Commercial truck with transponder (one annual payment)	\$105.00	\$301.67
Commercial cargo railcar	\$7.75	\$2.00
Sea passenger	No Fee	\$1.75

Change Mechanism: Section 2509 of the FACT Act authorizes the Secretary of Agriculture to prescribe, make rate changes, and collect user fees for AQI services. Since APHIS is the only Federal Agency that has the authority to collect fees associated with the AQI program, APHIS has a responsibility to ensure that it is run effectively regardless of the allocation of revenue between APHIS and CBP. In 2014, an independent accounting firm reviewed the user fee schedule using industry recognized processes and best practices to provide a clear cost accounting of how much it actually costs to deliver AQI services. The review also calculated the future costs of the program based on improvements both APHIS and CBP must make, projected program growth rates, and expected changes in imports and international passenger volumes. Once the unit costs for each service category were determined, an additional 3.5% was applied to each fee to generate revenue to fund the AQI reserve. While the USDA has primary responsibility for AQI user fees, USDA will work collaboratively with CBP on rate setting methodology in the future. USDA and CBP sign a Codicil yearly. Per the Codicil, AQI user fee transfers are mutually agreed upon by CBP and APHIS for each fiscal year, based on projected collections for each upcoming fiscal year. If actual collections are different from the projected amount, APHIS and CBP may evaluate the current execution year allocations and make any necessary adjustments. Additionally, in the event Congress passes a bill that specifically provides additional appropriations to CBP to carry out AQI activities, APHIS and CBP agree to reassess the current fiscal year allocations in light of CBP's increased resources and capacity to conduct AQI activities.

Previous Changes: The USDA adjusted the rates in FY 2002. Then in FY 2013, APHIS conducted a fee review and in FY 2015, established the current rates.

Recovery Rate: USDA, which is the business owner of the AQI program, sets policies and rates for this fee. CBP cannot independently pursue rate adjustments. The revenues from these updated fees were projected to enable CBP to recover 100 percent of the cost of AQI activities, plus allow for additional program costs and hiring in the year of execution. The current APHIS final rule was published on October 29, 2015, and the fee rate changes were effective December 28, 2015. Estimated collections were determined by the USDA. Historically, under Codicil between CBP and

U.S. Customs and Border Protection**Agricultural Quarantine and Inspection Fees**

USDA, CBP receives approximately 60.6 percent of the collections from the AQI user fee. While the APHIS final rule was projected to allow CBP to reach full cost recovery, the collections were lower than projected, and CBP is still not at full cost recovery in AQI. Since providing the adjustment for the final rule (the adjustments were submitted in FY 2014), costs have increased.

Historical Collections and Cost Recovery Rate

<i>(Dollars in Thousands)</i>	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Five-Year Total
Total Amount of Fee Collected	\$449,857	\$534,515	\$539,000	\$539,000	\$533,104	\$2,595,476
Total of Eligible Expenses	\$550,931	\$671,033	\$705,206	\$790,441	\$792,184	\$3,509,795
Cost Recovery %	81.65%	79.66%	76.43%	68.19%	67.30%	73.95%

Agricultural Quarantine and Inspection Fees

Budget Authority and Obligations

(Dollars in Thousands)

	FY 2020	FY 2021	FY 2022
Enacted/Request	\$533,104	\$533,104	\$533,104
Carryover - Start of Year	\$48,836	\$34,793	\$34,793
Recoveries	-	-	-
Rescissions to Current Year/Budget Year	-	-	-
Net Sequestered Resources	-	-	-
Reprogramming/Transfers	-	-	-
Supplementals	-	-	-
Total Budget Authority	\$581,940	\$567,897	\$567,897
Collections - Reimbursable Resources	-	-	-
Collections - Other Sources	-	-	-
Total Budget Resources	\$581,940	\$567,897	\$567,897
Obligations (Actual/Estimates/Projections)	\$547,147	\$533,104	\$533,104
Personnel: Positions and FTE			
Enacted/Request Positions	3,361	3,361	3,361
Enacted/Request FTE	3,361	3,270	3,126
Onboard and Actual FTE			
Onboard (Actual/Estimates/Projections)	3,061	3,361	3,361
FTE (Actual/Estimates/Projections)	3,245	3,270	3,126

Agricultural Quarantine and Inspection Fees**Summary of Budget Changes***(Dollars in Thousands)*

	Positions	FTE	Amount
FY 2020 Enacted	3,361	3,361	\$533,104
FY 2021 Enacted	3,361	3,270	\$533,104
FY 2022 Base Budget	3,361	3,270	\$533,104
Baseline Technical Adjustment	-	(144)	-
Total Technical Changes	-	(144)	-
Total Transfers	-	-	-
Total Pricing Changes	-	-	-
Total Adjustments-to-Base	-	(144)	-
FY 2022 Current Services	3,361	3,126	\$533,104
Total Program Changes	-	-	-
FY 2022 Request	3,361	3,126	\$533,104
FY 2021 TO FY 2022 Change	-	(144)	-

Agricultural Quarantine and Inspection Fees

Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Agricultural Quarantine and Inspection Fees	3,361	3,361	\$457,910	\$136.24	3,361	3,270	\$457,910	\$140.03	3,361	3,126	\$457,910	\$146.48	-	(144)	-	\$6.45
Total	3,361	3,361	\$457,910	\$136.24	3,361	3,270	\$457,910	\$140.03	3,361	3,126	\$457,910	\$146.48	-	(144)	-	\$6.45
Subtotal Mandatory - Fee	3,361	3,361	\$457,910	\$136.24	3,361	3,270	\$457,910	\$140.03	3,361	3,126	\$457,910	\$146.48	-	(144)	-	\$6.45

The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel.

Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$267,070	\$267,070	\$267,070	-
11.5 Other Personnel Compensation	\$65,639	\$65,639	\$65,639	-
12.1 Civilian Personnel Benefits	\$125,201	\$125,201	\$125,201	-
Total - Personnel Compensation and Benefits	\$457,910	\$457,910	\$457,910	-
Positions and FTE				
Positions - Civilian	3,361	3,361	3,361	-
FTE - Civilian	3,361	3,270	3,126	(144)

Pay Cost Drivers

Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Civilian Pay	3,361	\$457,910	\$136.24	3,270	\$457,910	\$140.03	3,126	\$457,910	\$146.48	(144)	-	\$6.45
Total – Pay Cost Drivers	3,361	\$457,910	\$136.24	3,270	\$457,910	\$140.03	3,126	\$457,910	\$146.48	(144)	-	\$6.45

Explanation of Pay Cost Driver

Civilian Pay: FTEs associated with this user fee represents the anticipated number of hours of fee-related work performed by CBP employees that will be reimbursed during FY 2022. The pay rate increase represents the increased cost to fund salaries as a result of the FERs increase and pay raise.

Due to the impact of COVID-19, FY 2020 and FY 2021 collections have been severely impacted, resulting in distorted cost driver reflections. Since the agreed upon Codicil between CBP and USDA for FY 2021 remains static from FY 2021 to the USDA projected FY 2022 collections, FTEs have been reduced to account for projected pay raises going into FY 2022.

**Agricultural Quarantine and Inspection Fees
Permanent Positions by Grade – Appropriation***(Dollars in Thousands)*

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Fee Funded Positions	3,361	3,361	3,361	-
Total Permanent Positions	3,361	3,361	3,361	-
Total Perm. Employment (Filled Positions) EOY	3,245	3,361	3,361	-
Unfilled Positions EOY	116	-	-	-
Position Locations				
U.S. Field Civilian	3,361	3,361	3,361	-
Averages				

Agricultural Quarantine and Inspection Fees**Non Pay Budget Exhibits****Non Pay Summary***(Dollars in Thousands)*

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Agricultural Quarantine and Inspection Fees	\$75,194	\$75,194	\$75,194	-
Total	\$75,194	\$75,194	\$75,194	-
Subtotal Mandatory - Fee	\$75,194	\$75,194	\$75,194	-

Non Pay by Object Class*(Dollars in Thousands)*

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$926	\$926	\$926	-
23.1 Rental Payments to GSA	\$23,835	\$23,835	\$23,835	-
23.3 Communications, Utilities, & Miscellaneous	\$2,968	\$2,968	\$2,968	-
24.0 Printing and Reproduction	\$1,032	\$1,032	\$1,032	-
25.2 Other Services from Non-Federal Sources	\$21,174	\$21,174	\$21,174	-
25.3 Other Purchases of goods and services	\$914	\$914	\$914	-
25.7 Operation & Maintenance of Equipment	\$1,237	\$1,237	\$1,237	-
26.0 Supplies & Materials	\$4,053	\$4,053	\$4,053	-
31.0 Equipment	\$19,055	\$19,055	\$19,055	-
Total - Non Pay Budget Object Class	\$75,194	\$75,194	\$75,194	-

Non Pay Cost Drivers

Non Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
Rental Payments to GSA	\$23,835	\$23,835	\$23,835	-
Other Services from Non-Federal Sources	\$21,174	\$21,174	\$21,174	-
Equipment	\$19,055	\$19,055	\$19,055	-
Other Costs	\$11,130	\$11,130	\$11,130	-
Total – Non Pay Cost Drivers	\$75,194	\$75,194	\$75,194	-

Explanation of Non Pay Cost Drivers

CBP uses an activity-based costing model to align direct and indirect costs to user fee related activities. This model is used to identify costs that can be reimbursed by the user fees. Non-pay cost drivers are indirect expenses that support AQI activities.

Due to the impact of COVID-19, FY 2020 and FY 2021 collections have been severely impacted, resulting in distorted cost driver reflections. Current estimated collections reflect a reduction in historical levels in FY 2022; however, CBP will continue to work with USDA/APHIS to monitor fee projections as real-world impacts of COVID-19 continue to evolve.

Rental Payments to GSA: CBP has approximately 660 Office of Field Operations (OFO) facilities, which are partially funded through this fee. The fee also supports a portion of CBP's indirect facilities costs, which are aligned to user fee activities via CBP's activity-based costing model.

Other Services from Non- Sources: CBP incurs a significant level of non-pay costs in indirect expenses, which are aligned to user fee activities via CBP's activity-based costing model. This fee reimburses the costs of contractual support to operate and maintain some of CBP's major IT systems.

Equipment: CBP reimburses a variety of equipment costs with this fee. The majority of the equipment costs reimbursed are within CBP's Office of Information Technology, and include hardware, software, servers, and some communications equipment.

Other Costs: CBP incurs a number of additional non-pay costs in support of the frontline activities associated with this user fee. These other costs include transportation and travel requirements for trainings and operations, supplies and materials for office management within CBP's program offices, and portions of indirect costs associated with the fee activity workloads.

Department of Homeland Security

U.S. Customs and Border Protection

Global Entry Fee



Fiscal Year 2022

Congressional Justification

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*Global Entry Fee***Budget Comparison and Adjustments****Comparison of Budget Authority***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Global Entry Fee	416	416	\$130,081	416	248	\$86,982	416	237	\$116,579	-	(11)	\$29,597
Total	416	416	\$130,081	416	248	\$86,982	416	237	\$116,579	-	(11)	\$29,597
Subtotal Discretionary - Offsetting Fee	416	416	\$130,081	416	248	\$86,982	416	237	\$116,579	-	(11)	\$29,597

Global Entry (GE) fee revenue enables CBP to expedite clearance of pre-approved, low-risk air travelers into the U.S. Through the use of automated kiosks placed in the Federal Inspection Services area of each identified airport, enrolled travelers are able to bypass queues and process through Passport Control without having to see a CBP officer (CBPO) in person for every entry into the United States. This program facilitates entry into the United States and is especially beneficial to frequent international flyers. Global Entry membership is valid for five years. As of January 2021, more than 7 million travelers are directly enrolled in GE with an additional 2 million travelers receiving GE benefits through enrollment in NEXUS and SENTRI. GE kiosks are available at 61 U.S. airports and 15 Preclearance locations.

Fee Authority: The Global Entry Program is authorized by the *Intelligence Reform and Terrorism Prevention Act of 2004* (8 U.S.C. 1365b(k)3), as amended by the *Consolidated Appropriations Act of 2008* (P.L. 110-161) Section 565(3)(A). The program established an international registered traveler program that incorporates technologies, such as biometrics, e-passports, and security threat assessments, in order to expedite the screening and processing of international travelers, including U.S. citizens and residents. All applicants must be pre-approved and must undergo a rigorous background check and interview before enrollment.

Subsection (k)(3) of the *Intelligence Reform and Terrorism Prevention Act of 2004*, as amended, authorizes the imposition of a fee to recover the full cost of the program. The implementing regulation to establish an application fee was issued in November 2009 (74 FR 59936 (2009-11-19)). On the basis of cost estimates and enrollment projections, a charge of \$100 per application was deemed appropriate to generate necessary revenue to cover the full cost of processing applications. GE collections include FBI Fingerprint Fee (applicable to SENTRI, NEXUS, FAST, and Global Entry) - \$14.50 per applicant (\$17.25 for SENTRI applicants). This fee is charged to cover costs of FBI Fingerprint checks for applications to SENTRI, NEXUS, FAST, and GE programs.

Fee Uses: Global Entry fees directly fund personnel costs with direct ties to the Global Entry program, operational costs of issuing GE memberships, and maintenance of Global Entry's automated kiosks.

Change Mechanism: Regulation; Authority to Adjust Fees under DHS/CBP.

Previous Changes: CBP last changed the rates in June 2008. CBP is currently evaluating its cost requirements for FY 2021 and beyond. CBP will continue to monitor costs in concert with anticipated collections to determine whether any fee rate adjustments are needed.

Recovery Rate: CBP has achieved full cost recovery in this fee over the past five years. While FY 2020 still resulted in full cost recovery, due to the impact of COVID-19, FY 2020 and FY 2021 collections have been severely impacted. Current estimates reflect reduced collections for FY 2021 and FY 2022; however, CBP will continue to monitor fee projections as real-world impacts of COVID-19 continue to evolve.

Historical Collections and Cost Recovery Rate

<i>(Dollars in Thousands)</i>	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Five-Year Total
Global Entry	\$124,974	\$128,388	\$143,644	\$193,395	\$107,151	\$697,552
FBI Fingerprinting	\$25,993	\$26,711	\$30,507	\$39,763	\$22,930	\$145,904
Total Amount of Fee Collected	\$150,967	\$155,099	\$174,151	\$233,158	\$130,081	\$843,456
Total of Eligible Expenses	\$97,504	\$122,360	\$146,049	\$151,362	\$92,649	\$609,924
Cost Recovery %	154.83%	126.76%	119.24%	154.04%	140.40%	138.29%

Global Entry Fee
Budget Authority and Obligations
(Dollars in Thousands)

	FY 2020	FY 2021	FY 2022
Enacted/Request	\$130,081	\$86,982	\$116,579
Carryover - Start of Year	\$238,706	\$216,612	\$158,182
Recoveries	-	-	-
Rescissions to Current Year/Budget Year	-	-	-
Net Sequestered Resources	-	-	-
Reprogramming/Transfers	-	-	-
Supplementals	-	-	-
Total Budget Authority	\$368,787	\$303,594	\$274,761
Collections - Reimbursable Resources	-	-	-
Collections - Other Sources	-	-	-
Total Budget Resources	\$368,787	\$303,594	\$274,761
Obligations (Actual/Estimates/Projections)	\$179,106	\$145,412	\$116,579
Personnel: Positions and FTE			
Enacted/Request Positions	416	416	416
Enacted/Request FTE	416	248	237
Onboard and Actual FTE			
Onboard (Actual/Estimates/Projections)	157	416	416
FTE (Actual/Estimates/Projections)	157	248	237

Global Entry Fee
Summary of Budget Changes
(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	416	416	\$130,081
FY 2021 Enacted	416	248	\$86,982
FY 2022 Base Budget	416	248	\$86,982
Total Technical Changes	-	-	-
Total Transfers	-	-	-
Adjustment to Fee Projection	-	(11)	\$29,597
Total Pricing Changes	-	(11)	\$29,597
Total Adjustments-to-Base	-	(11)	\$29,597
FY 2022 Current Services	416	237	\$116,579
Total Program Changes	-	-	-
FY 2022 Request	416	237	\$116,579
FY 2021 TO FY 2022 Change	-	(11)	\$29,597

Global Entry Fee Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Global Entry Fee	416	416	\$36,270	\$87.19	416	248	\$34,770	\$140.20	416	237	\$34,770	\$146.71	-	(11)	-	\$6.51
Total	416	416	\$36,270	\$87.19	416	248	\$34,770	\$140.20	416	237	\$34,770	\$146.71	-	(11)	-	\$6.51
Subtotal Discretionary - Offsetting Fee	416	416	\$36,270	\$87.19	416	248	\$34,770	\$140.20	416	237	\$34,770	\$146.71	-	(11)	-	\$6.51

The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel.

Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$13,196	\$14,240	\$14,240	-
11.5 Other Personnel Compensation	\$15,833	\$12,783	\$12,783	-
12.1 Civilian Personnel Benefits	\$7,241	\$7,747	\$7,747	-
Total - Personnel Compensation and Benefits	\$36,270	\$34,770	\$34,770	-
Positions and FTE				
Positions - Civilian	416	416	416	-
FTE - Civilian	416	248	237	(11)

Pay Cost Drivers

Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Civilian Pay	416	\$36,270	\$87.19	248	\$34,770	\$140.20	237	\$34,770	\$146.71	(11)	-	\$6.51
Total – Pay Cost Drivers	416	\$36,270	\$87.19	248	\$34,770	\$140.20	237	\$34,770	\$146.71	(11)	-	\$6.51

Explanation of Pay Cost Driver

Civilian Pay: While the recovery from COVID-19 in FY 2022 will be minimal to moderate, the fewer FTEs will be funded by new collections in FY 2022 compared to FY 2021 as a result of the anticipated pay raise in 2022. FTEs associated with this user fee represent the anticipated number of hours of fee-related work performed by CBP employees that will be reimbursed by new collections during FY 2022.

Global Entry Fee
Permanent Positions by Grade – Appropriation
(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Fee Funded Positions	416	416	416	-
Total Permanent Positions	416	416	416	-
Total Perm. Employment (Filled Positions) EOY	157	416	416	-
Unfilled Positions EOY	259	-	-	-
Position Locations				
U.S. Field Civilian	416	416	416	-
Averages				

Global Entry Fee Non Pay Budget Exhibits

Non Pay Summary (Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Global Entry Fee	\$93,811	\$52,212	\$81,809	\$29,597
Total	\$93,811	\$52,212	\$81,809	\$29,597
Subtotal Discretionary - Offsetting Fee	\$93,811	\$52,212	\$81,809	\$29,597

Non Pay by Object Class (Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$2,102	\$233	\$365	\$132
22.0 Transportation of Things	\$158	\$8	\$13	\$5
23.1 Rental Payments to GSA	\$9	-	-	-
23.2 Rental Payments to Others	\$60	\$11	\$17	\$6
23.3 Communications, Utilities, & Miscellaneous	\$3,245	\$1,976	\$3,097	\$1,121
24.0 Printing and Reproduction	\$30,337	\$6,407	\$10,039	\$3,632
25.2 Other Services from Non-Federal Sources	\$50,318	\$28,455	\$44,585	\$16,130
25.3 Other Purchases of goods and services	-	\$11,961	\$18,741	\$6,780
25.4 Operations & Maintenance of Facilities	\$241	\$28	\$44	\$16
25.7 Operation & Maintenance of Equipment	\$4,353	-	-	-
26.0 Supplies & Materials	\$49	\$16	\$25	\$9
31.0 Equipment	\$2,487	\$3,117	\$4,883	\$1,766
32.0 Land and Structures	\$452	-	-	-
Total - Non Pay Budget Object Class	\$93,811	\$52,212	\$81,809	\$29,597

Non Pay Cost Drivers

Non Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
Other Services from Non-Federal Sources	\$50,318	\$28,455	\$44,585	\$16,130
Other Goods and Services from Federal Sources	-	\$11,961	\$18,741	\$6,780
Printing and Reproduction	\$30,337	\$6,407	\$10,039	\$3,632
Equipment	\$2,487	\$3,117	\$4,883	\$1,766
Other Costs	\$10,669	\$2,272	\$3,561	\$1,289
Total – Non Pay Cost Drivers	\$93,811	\$52,212	\$81,809	\$29,597

Explanation of Non Pay Cost Drivers

Due to the impact of COVID-19, FY 2020 and FY 2021 collections have been severely impacted, resulting in distorted cost driver reflections. Current estimated collections reflect a reduction from historic levels in FY 2022; however, CBP will continue to monitor fee projections as real-world impacts of COVID-19 continue to evolve.

Other Services from Non-Federal Sources: CBP engages contractual support related to employee training, destruction of seized items, custodial services, and vehicle maintenance. While CBP anticipates an increase to these other service requirements in FY 2022.

Other Goods and Services from Federal Sources: This funding is used to pay for the supplies and maintenance of GE kiosks at airport locations, as well as maintenance of equipment at enrollment centers and headquarters locations. This increase is due to an anticipated COVID-19 recoveries.

Printing and Reproduction: Printing and reproduction costs for GE fund the creation of GE cards and documents that are issued to travelers enrolled in the program. CBP has had a significant increase in applicants since FY 2015. Each applicant receives documentation (a GE card, as well as information about the program) upon enrollment. As COVID-19 recovery continues into FY 2022, there is an anticipated increase in applicants which results in higher printing and reproduction costs as more GE cards must be generated.

Equipment: This funding is used to pay for the GE kiosks at airport locations, as well as the equipment at enrollment centers and headquarters locations. This increase is due to an anticipated COVID-19 recoveries.

Other Costs: CBP incurs a number of additional non-pay costs in support of the frontline activities associated with this user fee. These other costs include transportation and travel requirements for trainings and operations, supplies and materials for office management within CBP's program offices, and portions of indirect costs associated with the fee activity workloads.

Department of Homeland Security

U.S. Customs and Border Protection

Puerto Rico Trust Fund



Fiscal Year 2022

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*Puerto Rico Trust Fund***Budget Comparison and Adjustments****Comparison of Budget Authority***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Puerto Rico Trust Fund	268	268	\$225,382	268	268	\$236,651	268	263	\$224,818	-	(5)	(\$11,833)
Total	268	268	\$225,382	268	268	\$236,651	268	263	\$224,818	-	(5)	(\$11,833)
Subtotal Mandatory - Fee	268	268	\$225,382	268	268	\$236,651	268	263	\$224,818	-	(5)	(\$11,833)

Puerto Rico was acquired by the United States in 1898 via the Spanish-American War and is within the customs, agriculture, and immigration territories of the United States. Congress required the former U.S. Customs Service (USCS) to collect customs duties on behalf of Puerto Rico.

Authority: Title 48 U.S.C. 740 authorizes the collection of duties and taxes in Puerto Rico and the creation of the Puerto Rico Trust Fund (PRTF). Collections in Puerto Rico, less the costs of collecting duties, taxes, and drawback, are transferred to Puerto Rico's Treasury (also known as Hacienda) when available to be expended, as required by law for the Government of Puerto Rico. The Government of Puerto Rico may establish other taxes and fees applicable to goods imported into the territory that CBP may collect on behalf of the Government of Puerto Rico.

Trust Fund Uses: CBP administers the PRTF and retains a portion of the funds to pay for expenses associated with the collection of duties in Puerto Rico. This includes the salaries and benefits of personnel, contractual services, information technology, equipment, and technical support expenses, including Marine customs operations. The Government of Puerto Rico has a biennial agreement with ICE meant to reimburse ICE for investigative and enforcement services in Puerto Rico. CBP administers the funds transfer to ICE on behalf of the Government of Puerto Rico.

Change Mechanism: Legislative Proposal.

Previous Changes: None.

Recovery Rate: The PRTF is intended to be full cost recovery. Prior to FY 2018, PRTF was not recovering full costs due to drawbacks, recoveries, and variability in collections; however, the collections have since returned to full cost recovery.

Cost Recovery Rate & Historical Collections

(\$ in thousands)	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	TOTAL
Total Amount of Fee Collected	\$91,346	\$82,999	\$134,942	\$217,452	\$225,382	\$752,121
Custodial Liabilities	\$13,792	-	\$50,307	-	-	\$64,099
<i>CBP Portion</i>	-	\$62,299	\$104,942	\$183,972	\$191,895	\$543,108
<i>ICE Portion</i>	-	\$20,700	\$30,000	\$33,480	\$33,487	\$117,667
Total of Eligible Expenses	\$160,714	\$104,217	\$134,914	\$156,808	\$119,060	\$675,713
Cost Recovery %	56.80%	79.60%	100.00%	138.70%	189.30%	111.31%

CBP has seen variability in collections within the account prior to FY 2018, with an initial drop in collections, but increased collections later in FY 2018 (compared to the same timeframe in the prior year). This was largely due to post-hurricane rebuilding efforts on the islands. The composition of imports creating the collections appears to have changed, consistent with the importation of rebuilding materials.

Additionally, due to the bankruptcy proceedings in Puerto Rico, in addition to the debt that PRTF owes to the Treasury Refund and Drawback account, CBP has been advised that any collections after FY 2018 not used to offset CBP's operational expenses, must be set aside for reimbursement to the Treasury Refund and Drawback account. At this point in time, the bulk of these Refund and Drawback reimbursement liabilities will be outlaid in FY 2021, at the earliest.

Puerto Rico Trust Fund
Budget Authority and Obligations
(Dollars in Thousands)

	FY 2020	FY 2021	FY 2022
Enacted/Request	\$225,382	\$236,651	\$224,818
Carryover - Start of Year	\$73,335	\$73,332	\$13,121
Recoveries	-	-	-
Rescissions to Current Year/Budget Year	-	-	-
Net Sequestered Resources	\$184	(\$191)	\$674
Reprogramming/Transfers	-	-	-
Supplementals	-	-	-
Total Budget Authority	\$298,901	\$309,792	\$238,613
Collections - Reimbursable Resources	-	-	-
Collections - Other Sources	-	-	-
Total Budget Resources	\$298,901	\$309,792	\$238,613
Obligations (Actual/Estimates/Projections)	\$232,894	\$296,671	\$225,492
Personnel: Positions and FTE			
Enacted/Request Positions	268	268	268
Enacted/Request FTE	268	268	263
Onboard and Actual FTE			
Onboard (Actual/Estimates/Projections)	282	268	268
FTE (Actual/Estimates/Projections)	282	268	263

Puerto Rico Trust Fund
Summary of Budget Changes
(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	268	268	\$225,382
FY 2021 Enacted	268	268	\$236,651
FY 2022 Base Budget	268	268	\$236,651
Total Technical Changes	-	-	-
Total Transfers	-	-	-
Adjustment to Fee Projection	-	(5)	(\$11,833)
Total Pricing Changes	-	(5)	(\$11,833)
Total Adjustments-to-Base	-	(5)	(\$11,833)
FY 2022 Current Services	268	263	\$224,818
Total Program Changes	-	-	-
FY 2022 Request	268	263	\$224,818
FY 2021 TO FY 2022 Change	-	(5)	(\$11,833)

Puerto Rico Trust Fund
Justification of Pricing Changes
(Dollars in Thousands)

	FY 2022 President's Budget		
	Positions	FTE	Amount
Pricing Change 1 - Adjustment to Fee Projection	-	(5)	(\$11,833)
Total Pricing Changes	-	(5)	(\$11,833)

Pricing Change 1 – Adjustment to Trust Fund Projection: This Pricing Change reflects anticipated changes in collections for FY 2022. The change is attributed to forecasted decreases driven by a projected slowdown in post-hurricane rebuilding efforts and a resultant reduction in the import of rebuilding materials.

Puerto Rico Trust Fund Personnel Compensation and Benefits

Pay Summary (Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Puerto Rico Trust Fund	268	268	\$114,218	\$426.19	268	268	\$40,627	\$151.59	268	263	\$38,595	\$146.75	-	(5)	(\$2,032)	(\$4.84)
Total	268	268	\$114,218	\$426.19	268	268	\$40,627	\$151.59	268	263	\$38,595	\$146.75	-	(5)	(\$2,032)	(\$4.84)
Subtotal Mandatory - Fee	268	268	\$114,218	\$426.19	268	268	\$40,627	\$151.59	268	263	\$38,595	\$146.75	-	(5)	(\$2,032)	(\$4.84)

The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel.

Pay by Object Class (Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$64,974	\$25,392	\$24,122	(\$1,270)
11.5 Other Personnel Compensation	\$9,656	\$1,016	\$965	(\$51)
12.1 Civilian Personnel Benefits	\$39,588	\$14,219	\$13,508	(\$711)
Total - Personnel Compensation and Benefits	\$114,218	\$40,627	\$38,595	(\$2,032)
Positions and FTE				
Positions - Civilian	268	268	268	-
FTE - Civilian	268	268	263	(5)

Pay Cost Drivers

Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Civilian Pay	268	\$114,218	\$426.19	268	\$40,627	\$151.59	263	\$38,595	\$146.75	(5)	(\$2,032)	(\$4.84)
Total - Pay Cost Drivers	268	\$114,218	\$426.19	268	\$40,627	\$151.59	263	\$38,595	\$146.75	(5)	(\$2,032)	(\$4.84)

Explanation of Pay Cost Driver

Civilian Pay: The reduction from FY 2021 to FY 2022 reflects the FTE that will be offset based on anticipated collections. The decrease in FTE stems from the lower anticipated collections in FY 2022. FTEs associated with this account cover salary expenses of account-related work performed by CBP employees performing collection duties in Puerto Rico.

Puerto Rico Trust Fund
Permanent Positions by Grade – Appropriation
(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Fee Funded Positions	268	268	268	-
Total Permanent Positions	268	268	268	-
Total Perm. Employment (Filled Positions) EOY	282	268	268	-
Unfilled Positions EOY	(14)	-	-	-
Position Locations				
U.S. Field Civilian	268	268	268	-
Averages				

Puerto Rico Trust Fund Non Pay Budget Exhibits

Non Pay Summary (Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Puerto Rico Trust Fund	\$111,164	\$196,024	\$186,223	(\$9,801)
Total	\$111,164	\$196,024	\$186,223	(\$9,801)
Subtotal Mandatory - Fee	\$111,164	\$196,024	\$186,223	(\$9,801)

Non Pay by Object Class (Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$1,180	-	-	-
22.0 Transportation of Things	\$5	-	-	-
23.1 Rental Payments to GSA	\$3,840	\$2,031	\$1,930	(\$101)
23.2 Rental Payments to Others	\$1,128	\$1,016	\$965	(\$51)
23.3 Communications, Utilities, & Miscellaneous	\$5,318	\$1,016	\$965	(\$51)
24.0 Printing and Reproduction	\$31	-	-	-
25.2 Other Services from Non-Federal Sources	\$56,985	\$6,094	\$5,789	(\$305)
25.3 Other Purchases of goods and services	\$39,364	\$40,627	\$38,595	(\$2,032)
25.4 Operations & Maintenance of Facilities	\$797	\$3,047	\$2,895	(\$152)
25.6 Medical Care	\$10	-	-	-
25.7 Operation & Maintenance of Equipment	\$424	\$3,047	\$2,895	(\$152)
26.0 Supplies & Materials	\$1,109	\$2,031	\$1,930	(\$101)
31.0 Equipment	\$973	\$2,031	\$1,930	(\$101)
32.0 Land and Structures	-	\$4,063	\$3,860	(\$203)
44.0 Refunds	-	\$131,021	\$124,469	(\$6,552)
Total - Non Pay Budget Object Class	\$111,164	\$196,024	\$186,223	(\$9,801)

Non Pay Cost Drivers

Non Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
Other Services from Non-Federal Sources	\$56,985	\$6,094	\$5,789	(\$305)
Other Goods and Services from Federal Sources	\$39,364	\$40,627	\$38,595	(\$2,032)
Other Costs	\$14,815	\$149,303	\$141,839	(\$7,464)
Total – Non Pay Cost Drivers	\$111,164	\$196,024	\$186,223	(\$9,801)

Explanation of Non Pay Cost Drivers

Other Services from Non-Federal Sources: CBP engages contractual support to facilitate oversight and tracking of trust funds on behalf of the Government of Puerto Rico. The net decrease is because CBP normalized the PRTF Non Pay accounts to FY 2018/2019 levels due to the projected reduction of post-hurricane rebuilding efforts. Additional costs include maintenance support contracts and maintaining CBP facilities.

Other Goods and Services from Federal Sources: CBP manages PRTF collections and transfers funding to ICE via an inter-agency agreement to cover operational expenses incurred by ICE. The net decrease is because CBP normalized the PRTF Non Pay accounts to FY 2018/2019 levels due to the projected reduction of post-hurricane rebuilding efforts.

Other Costs: CBP incurs a number of additional non-pay costs in support of the frontline activities associated with this account. These other costs include transportation and travel requirements for trainings and operations, supplies and materials for office management within CBP's program offices, and portions of indirect costs associated with the account activity workloads. Additionally, refunds must be set aside for reimbursement to the Puerto Rico Government, and for current litigation due to the bankruptcy proceedings in Puerto Rico, in addition to the debt that PRTF owes to the Treasury Refund and Drawback account. The net decrease is because CBP normalized the PRTF Non Pay accounts to FY 2018/2019 levels due to the projected reduction of post-hurricane rebuilding efforts.

Department of Homeland Security

U.S. Customs and Border Protection

Virgin Island Deposit Fund



Fiscal Year 2022

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Virgin Island Deposit Fund

Budget Comparison and Adjustments

Comparison of Budget Authority
(Dollars in Thousands)

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Virgin Islands Deposit Fund	63	63	\$11,378	63	63	\$10,322	63	63	\$10,415	-	-	\$93
Total	63	63	\$11,378	63	63	\$10,322	63	63	\$10,415	-	-	\$93
Subtotal Mandatory - Fee	63	63	\$11,378	63	63	\$10,322	63	63	\$10,415	-	-	\$93

The U.S. Virgin Islands (USVI) is an unincorporated territory of the United States. This unincorporated status establishes the USVI as within the immigration and agriculture jurisdiction, but outside of the customs territory of the U.S. based on Section 36 of the Organic Act of the Virgin Islands of the United States of 1936, codified as 48 U.S.C. § 1406i.

Authority: 1917 Organic Act of the Virgin Islands of the U.S.; 1936 Organic Act of the Virgin Islands of the U.S.; 954 Revised Organic Act of the Virgin Islands of the U.S.; and Title 19 U.S.C. § 1469c. On behalf of the USVI, CBP collects duties and taxes that are deposited into the Virgin Islands Deposit Fund (VIDF).

Deposit Fund Uses: The fund supports costs related to CBP operations in the USVI, and any remaining funds are remitted to the USVI. In addition to the cost of collecting USVI customs duties and taxes, the VIDF may fund the costs of pre-departure inspection services for passengers departing the USVI for the Continental United States and Puerto Rico.

Change Mechanism: Changes are under the Government of USVI's purview. The enactment of the Homeland Security Act of 2002 directs CBP to collect duties and taxes levied by the USVI Legislature that are deposited into the VIDF for use as revenue for the USVI. Under the authority of 19 U.S.C. § 1469c, CBP may also provide reimbursable services to the USVI at the USVI's behest. The mechanics of this arrangement are specified in a 2014 Memorandum of Agreement (MOA), which operationalizes existing statutes governing the services provided by CBP and the funding sources to be used in their execution. Per these two statutes, CBP deducts from the VIDF the cost of collection and other agreed upon services defined in the 2014 MOA, and then remits any remaining funds to the USVI. In addition to the cost of collecting USVI customs duties and taxes, the VIDF may fund the cost of pre-departure inspection services for passengers departing the USVI for the Continental United States (CONUS) and Puerto Rico, though the VIDF has not funded these operations since 2015 due to an additional agreement between the USVI and CBP.

Previous Changes: None.

Recovery Rate: CBP and the United States Government do not control the cost recovery of this account. USVI duties and taxes are levied by the USVI legislature up to a six percent ad valorem rate. The cap of six percent is controlled by the U.S. Congress. Any duty exemptions are wholly within the purview of the USVI Legislature to enact.

Historical Collections and Cost Recovery Rate

<i>(Dollars in Thousands)</i>	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Five-Year Total
Total Amount of Fee Collected	\$11,395	\$11,711	\$13,566	\$13,455	\$11,378	\$61,505
Total of Eligible Expenses	\$11,078	\$11,046	\$8,602	\$10,268	\$10,085	\$51,079
Cost Recovery %	102.86%	106.02%	157.70%	131.04%	112.82%	120.41%

Virgin Island Deposit Fund
Budget Authority and Obligations
(Dollars in Thousands)

	FY 2020	FY 2021	FY 2022
Enacted/Request	\$11,378	\$10,322	\$10,415
Carryover - Start of Year	-	-	-
Recoveries	-	-	-
Rescissions to Current Year/Budget Year	-	-	-
Net Sequestered Resources	-	-	-
Reprogramming/Transfers	-	-	-
Supplementals	-	-	-
Total Budget Authority	\$11,378	\$10,322	\$10,415
Collections - Reimbursable Resources	-	-	-
Collections - Other Sources	-	-	-
Total Budget Resources	\$11,378	\$10,322	\$10,415
Obligations (Actual/Estimates/Projections)	\$13,462	\$10,322	\$10,415
Personnel: Positions and FTE			
Enacted/Request Positions	63	63	63
Enacted/Request FTE	63	63	63
Onboard and Actual FTE			
Onboard (Actual/Estimates/Projections)	54	63	63
FTE (Actual/Estimates/Projections)	54	63	63

Virgin Island Deposit Fund
Summary of Budget Changes
(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	63	63	\$11,378
FY 2021 Enacted	63	63	\$10,322
FY 2022 Base Budget	63	63	\$10,322
Total Technical Changes	-	-	-
Total Transfers	-	-	-
Adjustment to Fee Projection	-	-	\$93
Total Pricing Changes	-	-	\$93
Total Adjustments-to-Base	-	-	\$93
FY 2022 Current Services	63	63	\$10,415
Total Program Changes	-	-	-
FY 2022 Request	63	63	\$10,415
FY 2021 TO FY 2022 Change	-	-	\$93

Virgin Island Deposit Fund
Justification of Pricing Changes
(Dollars in Thousands)

	FY 2022 President's Budget		
	Positions	FTE	Amount
Pricing Change 1 - Adjustment to Fee Projection	-	-	\$93
Total Pricing Changes	-	-	\$93

Pricing Change 1 – Adjustment to Fee Projection: This Pricing Change reflects anticipated changes in collections for FY 2022. The change is attributed to forecasted increases in trade and travel volume.

Virgin Island Deposit Fund Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Virgin Islands Deposit Fund	63	63	\$9,350	\$148.41	63	63	\$8,745	\$138.81	63	63	\$8,825	\$140.08	-	-	\$80	\$1.27
Total	63	63	\$9,350	\$148.41	63	63	\$8,745	\$138.81	63	63	\$8,825	\$140.08	-	-	\$80	\$1.27
Subtotal Mandatory - Fee	63	63	\$9,350	\$148.41	63	63	\$8,745	\$138.81	63	63	\$8,825	\$140.08	-	-	\$80	\$1.27

The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel.

Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$5,181	\$4,845	\$4,890	\$45
11.5 Other Personnel Compensation	\$1,265	\$1,183	\$1,194	\$11
12.1 Civilian Personnel Benefits	\$2,904	\$2,717	\$2,741	\$24
Total - Personnel Compensation and Benefits	\$9,350	\$8,745	\$8,825	\$80
Positions and FTE				
Positions - Civilian	63	63	63	-
FTE - Civilian	63	63	63	-

Pay Cost Drivers

Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Civilian Pay	63	\$9,350	\$148.41	63	\$8,745	\$138.81	63	\$8,825	\$140.08	-	\$80	\$1.27
Total – Pay Cost Drivers	63	\$9,350	\$148.41	63	\$8,745	\$138.81	63	\$8,825	\$140.08	-	\$80	\$1.27

Explanation of Pay Cost Driver

Civilian Pay: The increase from FY 2021 to FY 2022 is due to the pay raise. FTEs associated with this account represent the anticipated number of hours of account-related work by CBP employees performing customs duty collection services in the USVI.

Virgin Island Deposit Fund
Permanent Positions by Grade – Appropriation
(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Fee Funded Positions	63	63	63	-
Total Permanent Positions	63	63	63	-
Total Perm. Employment (Filled Positions) EOY	54	63	63	-
Unfilled Positions EOY	9	-	-	-
Position Locations				
U.S. Field Civilian	63	63	63	-
Averages				

Virgin Island Deposit Fund Non Pay Budget Exhibits

Non Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Virgin Islands Deposit Fund	\$2,028	\$1,577	\$1,590	\$13
Total	\$2,028	\$1,577	\$1,590	\$13
Subtotal Mandatory - Fee	\$2,028	\$1,577	\$1,590	\$13

Non Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$116	\$90	\$91	\$1
23.1 Rental Payments to GSA	\$435	\$338	\$341	\$3
23.2 Rental Payments to Others	\$133	\$104	\$104	-
23.3 Communications, Utilities, & Miscellaneous	\$532	\$413	\$417	\$4
24.0 Printing and Reproduction	\$3	\$2	\$2	-
25.2 Other Services from Non-Federal Sources	\$561	\$436	\$440	\$4
25.4 Operations & Maintenance of Facilities	\$81	\$63	\$63	-
25.6 Medical Care	\$1	\$1	\$1	-
25.7 Operation & Maintenance of Equipment	\$42	\$33	\$33	-
26.0 Supplies & Materials	\$85	\$66	\$67	\$1
31.0 Equipment	\$39	\$31	\$31	-
Total - Non Pay Budget Object Class	\$2,028	\$1,577	\$1,590	\$13

Non Pay Cost Drivers

Non Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
Other Services from Non-Federal Sources	\$561	\$436	\$440	\$4
Communications, Utilities, and Miscellaneous Charges	\$532	\$413	\$417	\$4
Rental Payments to the General Services Administration (GSA)	\$435	\$338	\$341	\$3
Other Costs	\$500	\$390	\$392	\$2
Total – Non Pay Cost Drivers	\$2,028	\$1,577	\$1,590	\$13

Explanation of Non Pay Cost Drivers

FY 2021 to FY 2022 increase reflects a slight increase in anticipated collections.

Other Services from Non-Federal Sources: CBP engages contractual support to facilitate oversight and tracking of deposit funds on behalf of the USVI government.

Communications, Utilities, and Miscellaneous Charges: CBP pays for communications equipment, telecommunication services, and utility charges.

Rental Payments to the General Services Administration (GSA): CBP rents space from GSA for its USVI offices.

Other Costs: CBP incurs several additional non-pay costs in support of the frontline activities associated with this account. These other costs include transportation and travel requirements for trainings and operations, supplies and materials for office management within CBP's program offices, and portions of indirect costs associated with the account activity workloads.

Department of Homeland Security

U.S. Customs and Border Protection

User Fee Facilities



Fiscal Year 2022

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*User Fee Facilities***Budget Comparison and Adjustments****Comparison of Budget Authority***(Dollars in Thousands)*

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
User Fee Facilities	80	80	\$12,335	80	80	\$19,439	80	65	\$10,074	-	(15)	(\$9,365)
Total	80	80	\$12,335	80	80	\$19,439	80	65	\$10,074	-	(15)	(\$9,365)
Subtotal Discretionary - Fee	80	80	\$12,335	80	80	\$19,439	80	65	\$10,074	-	(15)	(\$9,365)

Fee collections through the User Fee Facilities (UFF) program provide funding, on a reimbursable basis, for CBP inspection services at participating small airports and other facilities in support of homeland security requirements.

Fee Authority: CBP services provided at UFF are authorized under 19 U.S.C. 58b and administered under U.S.C. 58c (b)(9)(A)(i). The fee charged under this program is set forth in a Memorandum of Agreement (MOA) between each user fee airport and CBP. The fee may be adjusted as costs and requirements change.

Fee Uses: UFF is for participating small airports and designated facilities that have been approved by the CBP Commissioner, built to CBP specifications, and receive CBP Officer (CBPO) services for a fee. Applicants for UFF status must meet certain criteria for consideration. An approved UFF receiving CBP services is responsible for payment of the following fees:

- Per CBPO: CBPOs costs vary based on locale averaging \$189,758 for the first year and \$166,265 for succeeding years. The salaries include the associated benefits and the administrative 15 percent fee costs.
- Automatic Data Processing costs per CBPO: \$20,000 to \$23,000 (1st year) and \$15,000 to \$20,000 thereafter, depending on the location.
- Other Associated Costs: Such as overtime, supplies, travel, and transportation.

Change Mechanism: The policies and procedures governing operation of the User Fee Facilities are defined under a Memorandum of Agreement (MOA) between the facility and CBP. The MOA includes provisions for payment of a flat initial start-up fee and an annual recurring fee. The fees charged are based on actual costs CBP incurs for each CBPO assigned to the airport on a full-time basis, associated travel, transportation, and training costs, as well as per diem and cost-of-living allowances. The fees do not cover certain computer and telecommunications costs that are paid separately by the facility requesting services.

U.S. Customs and Border Protection**User Fee Facilities**

The fee charges may be adjusted annually when facilities request support for additional or fewer CBPOs, and fee charges may also change when an existing agreement ends or a new one is established. The majority of these agreements are paid in advance of receiving services. However, the largest facility (Tijuana Cross Border Terminal (TCBT)) pays in arrears after services are rendered.

Previous Changes: Various, depending on the negotiated UFF agreement.

Recovery Rate: Due to the impact of COVID-19, FY 2020 collections were severely impacted; however, CBP expects to achieve full cost recovery in FY 2021.

Historical Collections and Cost Recovery Rate

<i>(Dollars in Thousands)</i>	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Five-Year Total
Total Amount of Fee Collected	\$19,030	\$20,077	\$27,525	\$26,374	\$12,335	\$105,341
Total of Eligible Expenses	\$21,883	\$23,935	\$27,882	\$30,413	\$24,709	\$128,822
Cost Recovery %	87.0%	83.9%	98.7%	86.7%	49.9%	81.8%

User Fee Facilities
Budget Authority and Obligations
(Dollars in Thousands)

	FY 2020	FY 2021	FY 2022
Enacted/Request	\$12,335	\$19,439	\$10,074
Carryover - Start of Year	\$3,411	\$1,261	\$195
Recoveries	-	-	-
Rescissions to Current Year/Budget Year	-	-	-
Net Sequestered Resources	-	-	-
Reprogramming/Transfers	-	-	-
Supplementals	-	-	-
Total Budget Authority	\$15,746	\$20,700	\$10,269
Collections - Reimbursable Resources	\$13,000	\$11,991	\$12,111
Collections - Other Sources	-	-	-
Total Budget Resources	\$28,746	\$32,691	\$22,380
Obligations (Actual/Estimates/Projections)	\$39,859	\$32,496	\$22,185
Personnel: Positions and FTE			
Enacted/Request Positions	80	80	80
Enacted/Request FTE	80	80	65
Onboard and Actual FTE			
Onboard (Actual/Estimates/Projections)	106	80	80
FTE (Actual/Estimates/Projections)	106	80	80

User Fee Facilities
Collections – Reimbursable Resources
(Dollars in Thousands)

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Small Airports Reimbursable	-	-	\$13,000	-	-	\$11,991	-	-	\$12,111
Total Collections	-	-	\$13,000	-	-	\$11,991	-	-	\$12,111

User Fee Facilities
Summary of Budget Changes
(Dollars in Thousands)

	Positions	FTE	Amount
FY 2020 Enacted	80	80	\$12,335
FY 2021 Enacted	80	80	\$19,439
FY 2022 Base Budget	80	80	\$19,439
Total Technical Changes	-	-	-
Total Transfers	-	-	-
Adjustment to Fee Projection	-	(15)	(\$9,365)
Total Pricing Changes	-	(15)	(\$9,365)
Total Adjustments-to-Base	-	(15)	(\$9,365)
FY 2022 Current Services	80	65	\$10,074
Total Program Changes	-	-	-
FY 2022 Request	80	65	\$10,074
FY 2021 TO FY 2022 Change	-	(15)	(\$9,365)

User Fee Facilities
Justification of Pricing Changes
(Dollars in Thousands)

	FY 2022 President's Budget		
	Positions	FTE	Amount
Pricing Change 1 - Adjustment to Fee Projection	-	(15)	(\$9,365)
Total Pricing Changes	-	(15)	(\$9,365)

Pricing Change 1 – Adjustment to Fee Projection: This Pricing Change decrease reflects the FY 2022 discretionary authority in the User Fee Facility account. This is a decrease from the FY 2021 baseline which reflects the FY 2021 anticipated reimbursable requirements.

User Fee Facilities Personnel Compensation and Benefits

Pay Summary

(Dollars in Thousands)

	FY 2020 Enacted				FY 2021 Enacted				FY 2022 President's Budget				FY 2021 to FY 2022 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
User Fee Facilities	80	80	\$12,058	\$150.73	80	80	\$18,376	\$229.70	80	65	\$9,523	\$146.51	-	(15)	(\$8,853)	(\$83.19)
Total	80	80	\$12,058	\$150.73	80	80	\$18,376	\$229.70	80	65	\$9,523	\$146.51	-	(15)	(\$8,853)	(\$83.19)
Subtotal Discretionary - Fee	80	80	\$12,058	\$150.73	80	80	\$18,376	\$229.70	80	65	\$9,523	\$146.51	-	(15)	(\$8,853)	(\$83.19)

The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel.

Pay by Object Class

(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
11.1 Full-time Permanent	\$7,571	\$9,865	\$5,112	(\$4,753)
11.5 Other Personnel Compensation	\$750	\$2,466	\$1,278	(\$1,188)
12.1 Civilian Personnel Benefits	\$3,737	\$6,045	\$3,133	(\$2,912)
Total - Personnel Compensation and Benefits	\$12,058	\$18,376	\$9,523	(\$8,853)
Positions and FTE				
Positions - Civilian	80	80	80	-
FTE - Civilian	80	80	65	(15)

Pay Cost Drivers

Pay Cost Drivers (Dollars in Thousands)	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget			FY 2021 to FY 2022 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Civilian Pay	80	\$12,058	\$150.73	80	\$18,376	\$229.70	65	\$9,523	\$146.51	(15)	(\$8,853)	(\$83.19)
Total – Pay Cost Drivers	80	\$12,058	\$150.73	80	\$18,376	\$229.70	65	\$9,523	\$146.51	(15)	(\$8,853)	(\$83.19)

Explanation of Pay Cost Driver

Civilian Pay: FTEs associated with this user fee represent the anticipated number of hours of fee-related work performed by CBP employees during FY 2022, while FY 2021 reflect anticipated collections and billings.

User Fee Facilities
Permanent Positions by Grade – Appropriation
(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
Fee Funded Positions	80	80	80	-
Total Permanent Positions	80	80	80	-
Total Perm. Employment (Filled Positions) EOY	106	80	80	-
Unfilled Positions EOY	(26)	-	-	-
Position Locations				
U.S. Field Civilian	80	80	80	-
Averages				

User Fee Facilities
Non Pay Budget Exhibits

Non Pay Summary
(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
User Fee Facilities	\$277	\$1,063	\$551	(\$512)
Total	\$277	\$1,063	\$551	(\$512)
Subtotal Discretionary - Fee	\$277	\$1,063	\$551	(\$512)

Non Pay by Object Class
(Dollars in Thousands)

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$83	\$48	\$25	(\$23)
23.1 Rental Payments to GSA	\$4	-	-	-
23.3 Communications, Utilities, & Miscellaneous	\$28	\$470	\$243	(\$227)
25.2 Other Services from Non-Federal Sources	\$123	\$250	\$130	(\$120)
25.7 Operation & Maintenance of Equipment	\$5	\$1	\$1	-
26.0 Supplies & Materials	\$30	\$21	\$11	(\$10)
31.0 Equipment	\$4	\$273	\$141	(\$132)
Total - Non Pay Budget Object Class	\$277	\$1,063	\$551	(\$512)

Non Pay Cost Drivers

Non Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
Communications, Utilities, and Misc. Charges	\$28	\$470	\$243	(\$227)
Other Services from Non-Federal Sources	123	\$250	\$130	(\$120)
Travel and Transportation of Persons	\$83	\$48	\$25	(\$23)
Supplies and Materials	\$30	\$21	\$11	(\$10)
Other Costs	\$13	\$274	\$142	(\$132)
Total – Non Pay Cost Drivers	\$277	\$1,063	\$551	(\$512)

Explanation of Non Pay Cost Drivers

FY 2021 reflects anticipated collections and billings for the User Fee Facilities. FY 2022 reflects the total User Fee Facility discretionary authority and subject to change based on participating airports and agreements.

Other Services from Non-Federal Sources: CBP engages contractual support to facilitate oversight and tracking of UFF.

Travel and Transportation of Persons: This funds travel requirements for employees to travel to UFF locations (who may regularly work at larger ports of entry), enables supervisory staff to visit UFF facilities, and permits employees located at UFF to travel for training.

Supplies and Materials: This funding covers items used in the UFF to process passengers, such as CBPO inspectional equipment and office supplies.

Other Costs: CBP incurs a number of additional non pay costs in support of the frontline activities associated with this user fee. These other costs include transportation and travel requirements for training and operations, supplies and materials for office management within CBP's program offices, and portions of indirect costs associated with the fee activity workloads.

Department of Homeland Security

U.S. Customs and Border Protection

9-11 Response and Biometric Exit Account



Fiscal Year 2022

Congressional Justification

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9-11 Response and Biometric Exit Account**Budget Comparison and Adjustments****Comparison of Budget Authority***(Dollars in Thousands)*

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
9-11 Response and Biometric Exit Account	\$35,959	\$25,500	\$29,563	\$4,063
Total	\$35,959	\$25,500	\$29,563	\$4,063
Subtotal Mandatory - Fee	\$35,959	\$25,500	\$29,563	\$4,063

The Biometric program supports the air (and eventually sea and land) entry and exit processing of passengers, making travel easier and more efficient for these travelers. CBP, in partnership with the air travel industry, will lead the transformation of air travel using biometrics as the key to enhancing security and unlocking benefits that dramatically improve the entire traveler experience. CBP will also build a “Biometric Pathway Backbone,” which will allow for private sector investment in front-end infrastructure, such as facial recognition self-boarding gates, self-service baggage drop off kiosks, and other equipment.

Fee Authority: Title III of the *FY 2016 Consolidated Appropriations Act* (P.L. 114-113) authorized funding of up to \$1.0B to be collected through fee surcharges over a period of 10 years for the implementation of a biometric exit program. The Biometric fee revenue comes from applicants for H1-B and L-1 visas, which are collected by the USCIS. This fee was extended through FY 2027 by section 30203(b) of the Bipartisan Budget Act of 2018 (P.L. 115-123). The change is codified at 49 U.S.C. 40101.

Fee Uses: The 9-11 Response and Biometric Entry and Exit (Biometric) fees enable CBP to fund activities related to the establishment of a biometric entry and exit system to help the U.S. Government monitor arrivals and departures and to more easily and efficiently track travelers.

The \$1.0B for the biometric entry/exit program was designed to be disbursed over a period of 10 years as the program is implemented. Fully implementing the biometric entry/exit program will incur costs to deploy technology, train users, and communicate within CBP and externally with airlines and other key stakeholders. The primary investment, though, will be in technology. The key phases of the Biometric program implementation are outlined below:

- Phase One is to build the foundation for the biometric exit solution, focusing on departure information systems. This phase consists of initiating real time electronic biometric matching at the boarding gate, which will result in a biometric confirmation being written into the crossing record.

- Phase Two will center on enterprise services and generating the biometric exit solution. This phase consists of building biometric matching and other services which will support biometric exit and can later be leveraged for entry processing. The purpose of phase two is to develop the overall IT infrastructure which front-end cameras can “plug in to” once CBP is ready to deploy the collection capability.
- Phase Three encompasses the transition to scalable infrastructure to support onboarding, so the solutions can be deployed across the U.S.

Change Mechanism: Statutory. USCIS is the custodian of the biometric account. USCIS, in partnership with DHS and CBP, initiates fee changes.

Previous Changes: None. Current rates established through H-1B Visa Reform Act of 2004.

Recovery Rate: Biometric is designed to be full cost recovery. Collections have dropped substantially since February 2017, due to economic and policy changes for the workforces and companies that utilize the H-1B and L-1 visas.

FY 2018 collections of \$59.5M were significantly lower than the original estimate of \$115.0M. FY 2019 collections of \$59.1M were also below the original estimate of \$115.0M (which was subsequently reduced by USCIS to \$71.0M) and did not reach FY 2018 collection levels. Additionally, FY 2020 collections were severely impacted by COVID, as are FY 2021 collection projections, which will continued to be monitored by CBP for the duration of the pandemic and recoveries. Based on the current USCIS collection estimates, CBP now anticipates collecting approximately \$530.4M over ten years, 47 percent less than the original \$1.0B estimate, and \$650.4M through 2027, still 35 percent less than the original \$1.0B estimate. The reduced collections will likely impact CBP’s ability to expand the program beyond the air environment within the 10-year period.

Historical Collections and Cost Recovery Rate

<i>(Dollars in Thousands)</i>	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Five-Year Total
Total Amount of Fee Collected	\$78,400	\$62,337	\$59,540	\$59,126	\$35,959	\$295,363
Total of Eligible Expenses	-	\$70,669	\$81,303	\$72,056	\$42,508	\$266,536
Cost Recovery %	-	88.21%	73.23%	82.06%	84.59%	110.82%

9-11 Response and Biometric Exit Account Budget Authority and Obligations

(Dollars in Thousands)

	FY 2020	FY 2021	FY 2022
Enacted/Request	\$35,959	\$25,500	\$29,563
Carryover - Start of Year	\$40,214	\$49,984	\$629
Recoveries	-	-	-
Rescissions to Current Year/Budget Year	-	-	-
Net Sequestered Resources	\$1,544	\$669	(\$232)
Reprogramming/Transfers	-	-	-
Supplementals	-	-	-
Total Budget Authority	\$77,717	\$76,153	\$29,960
Collections - Reimbursable Resources	-	-	-
Collections - Other Sources	-	-	-
Total Budget Resources	\$77,717	\$76,153	\$29,960
Obligations (Actual/Estimates/Projections)	\$34,282	\$75,523	\$29,331
Personnel: Positions and FTE			
Enacted/Request Positions	-	-	-
Enacted/Request FTE	-	-	-
Onboard and Actual FTE			
Onboard (Actual/Estimates/Projections)	-	-	-
FTE (Actual/Estimates/Projections)	-	-	-

9-11 Response and Biometric Exit Account
Collections – Reimbursable Resources
(Dollars in Thousands)

	FY 2020 Enacted			FY 2021 Enacted			FY 2022 President's Budget		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Total Collections	-	-	-	-	-	-	-	-	-

9-11 Response and Biometric Exit Account**Summary of Budget Changes***(Dollars in Thousands)*

	Positions	FTE	Amount
FY 2020 Enacted	-	-	\$35,959
FY 2021 Enacted	-	-	\$25,500
FY 2022 Base Budget	-	-	\$25,500
Total Technical Changes	-	-	-
Total Transfers	-	-	-
Adjustment to Fee Projection	-	-	\$4,063
Total Pricing Changes	-	-	\$4,063
Total Adjustments-to-Base	-	-	\$4,063
FY 2022 Current Services	-	-	\$29,563
Total Program Changes	-	-	-
FY 2022 Request	-	-	\$29,563
FY 2021 TO FY 2022 Change	-	-	\$4,063

9-11 Response and Biometric Exit Account**Justification of Pricing Changes***(Dollars in Thousands)*

	FY 2022 President's Budget		
	Positions	FTE	Amount
Pricing Change 1 - Adjustment to Fee Projection	-	-	\$4,063
Total Pricing Changes	-	-	\$4,063

Pricing Change 1 – The FY22 increase reflects a moderate COVID-19 recovery to the RBEA fee; however, this moderate recovery does not result in the RBEA fee reaching baseline pre-COVID-19 levels.

9-11 Response and Biometric Exit Account**Non Pay Budget Exhibits****Non Pay Summary***(Dollars in Thousands)*

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Non Pay by Object Class*(Dollars in Thousands)*

	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Change
21.0 Travel and Transportation of Persons	\$124	-	\$286	\$286
23.2 Rental Payments to Others	\$419	-	-	-
23.3 Communications, Utilities, & Miscellaneous	-	\$593	\$750	\$157
25.2 Other Services from Non-Federal Sources	\$27,545	\$24,314	\$28,184	\$3,870
26.0 Supplies & Materials	\$15	-	-	-
31.0 Equipment	\$7,856	\$593	\$343	(\$250)
Total - Non Pay Budget Object Class	\$35,959	\$25,500	\$29,563	\$4,063

Non Pay Cost Drivers

Non Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2020 Enacted	FY 2021 Enacted	FY 2022 President's Budget	FY 2021 to FY 2022 Total Changes
Other Services from Non-Federal Sources	\$27,545	\$24,314	\$28,184	\$3,870
Equipment	\$7,856	\$593	\$343	(\$250)
Other Costs	\$558	\$593	\$1,036	\$443
Total - Non Pay Object Classes	\$35,959	\$25,500	\$29,563	\$4,063

Explanation of Non Pay Cost Drivers

Due to the impact of COVID-19, FY 2020 and FY 2021 collections have been severely impacted, resulting in distorted cost driver reflections. Current estimated collections show a reduction from historic levels in FY 2022 as well. CBP will continue to monitor fee projections as real-world impacts of COVID-19 continue to evolve.

Other Services from Non-Federal Sources: CBP engages contractual support to oversee and track the Biometric Program's implementation. While implementation start-up costs were higher as program investment began, the investment costs decrease over time.

Equipment: Biometric equipment includes infrastructure, networks, storage, and hardware to support the program's implementation. This funding will purchase, operate, and maintain equipment used in the program.

Other Costs: CBP incurs a number of additional non-pay costs in support of the frontline activities associated with this user fee. These other costs include transportation and travel requirements for trainings and operations, supplies and materials for office management within CBP's program offices, and portions of indirect costs that are associated with the fee activity workloads.