

**THE STATE OF NORTHERN BORDER PREPARED-
NESS: A REVIEW OF FEDERAL, STATE, AND
LOCAL COORDINATION**

FIELD HEARING
BEFORE THE
**SUBCOMMITTEE ON EMERGENCY
PREPAREDNESS, RESPONSE,
AND COMMUNICATIONS**
OF THE
**COMMITTEE ON HOMELAND SECURITY
HOUSE OF REPRESENTATIVES**
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THE STATE OF NORTHERN BORDER PREPAREDNESS: A REVIEW OF FEDERAL, STATE, AND LOCAL COORDINATION

Friday, October 28, 2011

U.S. HOUSE OF REPRESENTATIVES,
SUBCOMMITTEE ON EMERGENCY PREPAREDNESS,
RESPONSE, AND COMMUNICATIONS,
COMMITTEE ON HOMELAND SECURITY,
Detroit, MI.

The subcommittee met, pursuant to call, at 10:15 a.m., in the Marvin I. Danto Engineering Development Center Auditorium, Wayne State University College of Engineering, 5050 Anthony Wayne Drive, Detroit, Michigan, Hon. Gus M. Bilirakis [Chairman of the subcommittee] presiding.

Present: Representatives Bilirakis and Clarke.

Mr. BILIRAKIS. Good morning. The Committee on Homeland Security, Subcommittee on Emergency Management, Preparedness, Response, and Communications will come to order.

The subcommittee is meeting today to receive testimony on the efforts of Federal, State, and local officials to work together to address the homeland security needs of the Northern Border.

I appreciate the effort taken by all of those involved to have this important field hearing. This is an official Congressional hearing, as opposed to a town hall meeting, and as such, we must abide by the certain rules of the Committee on Homeland Security and the House of Representatives.

I kindly wish to remind all guests today that demonstrations from the audience, including applause and verbal outbursts, as well as the use of signs or placards, are a violation of the rules of the House of Representatives. It is important that we respect the decorum and the rules of this committee.

I have also been requested to state that photography and cameras are limited to accredited press only.

I now recognize myself for an opening statement. I am pleased to be here in Detroit this morning, and I thank Congressman Clarke and Wayne State for hosting this subcommittee. My wife grew up in the Detroit area. So I have been here a couple of times. Very, very impressed with the university and also the downtown area.

Unfortunately, I won't have a lot of time to stay. But thank you, Hansen, for inviting me.

We got off to a great start this morning by observing the tabletop exercise. It was a challenging scenario, and the collaboration we

witnessed at the exercise is so vital to our preparedness and response efforts.

We have two very distinguished panels of witnesses today who will provide the subcommittee with their perspective on the unique homeland security issues and challenges along the Northern Border, and particularly in the Detroit area. I am interested in learning more about how you work with each other and with your Canadian partners to address these challenges and share best practices. So important.

Before I yield to Congressman Clarke for his opening statement, I just want to let you know that your Congressman is working tirelessly for you and the Detroit area in Washington, DC, and I want to tell you how well-respected he is in Washington, DC.

Mr. CLARKE. Thank you.

Mr. BILIRAKIS. Extremely effective, works well with the Majority party, and I tell you, he is a rising star as far as I am concerned. Anything I can do for Hansen, because I know his heart is in the right place always.

So, anyways, it is great to be here again. With that, I welcome our witnesses here today, and I look forward to your testimony. But I do want to yield to Hansen for his opening statement.

Mr. CLARKE. Thank you, Mr. Chairman.

It is an honor to have this body meet here in the city of Detroit. As a matter of fact, this hearing is historic. This is the first time a Homeland Security Subcommittee has ever met in this region, probably one of the few times ever that we have had an official Congressional hearing here in the city of Detroit.

That is because this Chairman understands the importance of securing this region from a terrorist attack and also from any other disaster. This region and this city has unique assets that create a risk of an attack or would make the consequences of any disaster just devastating in terms of loss of life and disruption to not only our regional, but also our National economy.

We have our international bridge, the Ambassador Bridge, our tunnel, our drinking water system. We have a large regional airport, a nuclear power plant in the region, all within a very large metropolitan area that has millions of people. We are at risk.

But yet, even though we are at risk, our first responders—and that was very clear from the discussion on the simulated biological attack at Wayne State University that we had just prior to this hearing—is that our first responders, our local police, fire, and emergency medical providers, those are the ones that will be called into action in the event of some type of a disaster.

But it is our very State and local government agencies that don't have the revenue right now to provide the equipment, the staffing, the training, the planning, and the technical assistance that we need to better protect this region. This housing crisis has just devastated our tax base. So we need the resources.

At a National level, one of the most disturbing findings is that Secretary Napolitano said that we are at the highest risk, as a Nation, of a terrorist attack since 9/11. But yet this Congress continues to cut the homeland security budget and, as a matter of fact, had threatened to cut all funding eligibility of metro Detroit to the Urban Assistance Security Initiative funding.

I had to offer an amendment to restore that funding. With the support of Chairman Bilirakis, that amendment—yes, offered by a Democrat who is a freshman—was successful on the floor of the House. I want to thank him for his support.

But so, the point is this. We have got challenges right now in protecting our people, our infrastructure, and also making the point to Congress that we need more investment here in this region to not only protect Detroiters, but to protect our economy.

You know, all of those assets that really put us at risk—the busiest international border crossing in North America; the global headquarters for one of the largest companies in the world, General Motors; a great research university here; our manufacturing know-how; the best-trained workforce around—all of those resources, though, gives us the ability to put this entire country back to work if our people are protected, if we have the resources invested in the city.

So it is my great honor to be here not only as a Member of the Homeland Security Committee, as a lifelong Detroiters, but also as a partner to this man, the Chairman of the EPRC Subcommittee of the Homeland Security Committee.

Regardless of whatever you hear on the news or you see on TV, Republicans and Democrats can work together to better protect our people in this country from threats. He and I, our partnership together, exemplify that working relationship.

So, in closing, I am honored to be here as a part of this historic Congressional committee. I just want to say on a personal note, though, Dr. David Weinreich, who is right here, who has been assisting me for all the time, the few months I have been in Congress, has now chosen to leave employment in the United States Congress to go to other promising pursuits. His service to our country, to the Congress will be sorely missed, but I appreciate his work here.

So, Chairman, I will turn it over to you, and thank you again.

Mr. BILIRAKIS. Thank you. Thank you very much. Thanks for your remarks.

Our first witness is Administrator Andrew Velasquez. Mr. Velasquez is the administrator for the U.S. Department of Homeland Security's Federal Emergency Management Agency Region V, and he is responsible for preparedness coordination in Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin. Wow.

Prior to becoming regional administrator, Mr. Velasquez served as the director of the Illinois Emergency Management Agency and as homeland security adviser to the Governor. Administrator Velasquez has also served as the executive director of Chicago's Office of Emergency Management and Communications and served in the Chicago Police Department for over 10 years.

Administrator Velasquez earned bachelor's and master's degrees in criminal justice from Illinois State University and an MBA from St. Xavier University.

Our next witness is Rear Admiral Michael Parks. Welcome, Admiral. Rear Admiral Parks is the operational commander of the Ninth Coast Guard District, which spans the five Great Lakes, St. Lawrence Seaway, and the surrounding States. He most recently served as the deputy director of operations for headquarters,

United States Northern Command, where he was principal adviser to the U.S. NORTHCOM commander on all operational matters.

Admiral Parks earned his bachelor's of science in government from the United States Coast Guard Academy, his master's of public administration from George Washington University, and a master's of science and national security strategy policy from the National War College.

Following Admiral Parks, we will hear from Mr. John Beutlich. Mr. Beutlich is the executive director for the Northern Border within the Customs and Border Protection Office of Air and Marine. The region has 8 air and marine branches, with over 500 employees, 51 aircraft, and 48 vessels. Previously, Mr. Beutlich served as the director of air operations for the Miami Air and Marine Branch.

Prior to his service in Miami, Florida, where I am from, Mr. Beutlich served in Washington, DC, for the Department of Homeland Security integration staff, where he was involved in the National Response Plan, principal Federal official cadre, and National special security events.

Mr. Beutlich served in both the United States Army and the Naval Reserves. Director Beutlich received his bachelor's of science from Loyola University in Chicago and an MBA from the University of Phoenix.

Welcome, all of you. Your entire written statements will appear in the record. I ask that you each summarize your testimony for approximately 5 minutes, and Mr. Velasquez, you are now recognized to testify.

Thank you again, sir.

**STATEMENT OF ANDREW VELASQUEZ, III, REGIONAL
ADMINISTRATOR, REGION V, FEMA**

Mr. VELASQUEZ. Thank you.

Good morning, Chairman Bilirakis, Congressman Clarke. My name is Andrew Velasquez. I am the regional administrator for the U.S. Department of Homeland Security's Federal Emergency Management Agency Region V office in Chicago, Illinois.

It is a pleasure to appear before you this morning and, indeed, an honor to discuss the critical Federal, State, and local coordination near the United States Northern Border. No matter how prepared communities may be, disasters can and do strike anywhere and at any time.

Within the United States, the response to and recovery from major emergencies and disasters is managed and coordinated under the National Response Framework, otherwise known as the NRF. A major tenet of the NRF is that response to all emergencies and disasters begins at the local level.

When those governments become overwhelmed, they can seek the additional assistance from the State. If the State becomes overwhelmed and needs support, the Governor can request assistance from the Federal Government.

Stricken jurisdictions also have the option of activating intra-state or interstate mutual aid assistance agreements with their neighbors. Many jurisdictions located along the borders of Canada and Mexico have already entered into emergency assistance agreements, anticipating the likely need to share resources such as per-

sonnel and equipment that can quickly help save lives and protect property.

Although States, provinces, and territories are capable of managing most emergencies, there are times when disasters exceed the State, provincial, or territorial resources and, therefore, require outside assistance. Because of the proximity of resources, cross-border mutual aid assistance can be readily available, timely, and/or operationally expedient.

In the mid-1990s, the Regional Emergency Management Advisory Committees were established for the purpose of supporting development of regional mutual assistance agreements between the United States and Canadian provinces. The Central Regional Emergency Management Advisory Committee, CREMAC, comprises FEMA Regions II, III, and V, including the States of Michigan, Minnesota, New York, Ohio, Pennsylvania, and Wisconsin, and the Canadian provinces of Ontario and Quebec.

The co-chairs of CREMAC rotate between U.S. and Canadian regional emergency management organizations. FEMA's role in coordinating these State-province agreements is found in Section 612 of the Stafford Act, which directs the FEMA Administrator to provide assistance to States in the development of mutual aid agreements with neighboring countries.

On October 26, just this past Wednesday, FEMA Region V in Chicago hosted a Central and Prairie Region emergency management meeting to work towards consensus on the latest version of a mutual assistance agreement. Representatives from CREMAC; the Prairie Region Emergency Management Advisory Committee, PREMAC; the National Emergency Management Association, NEMA; FEMA; and the Canadian Council of Emergency Management Organizations discussed the content of that agreement, potential issues and challenges, as well as the ultimate approval process.

The representatives agreed to changes in the draft language and will continue working on additional language related to liability and licensure. Once final, States and provinces will seek to have the agreement provided and approved by their respective governments.

This current draft is a U.S. State-to-Canadian province agreement that encourages and authorizes cooperative planning, training, and exercises so that jurisdictions located on both sides of the border are better prepared for a disaster. Through the agreement, any resource can be made available from one member State or province to another. This assistance would be provided regardless of the initiating event, whether natural, such as a flood or tornado, to a man-made event, such as a terrorist attack or even a chemical spill.

While our efforts currently focus on the development of cross-border State-to-province agreement along the central region of the Northern Border, the Eastern Regional Emergency Management Advisory Committee has developed its own agreement, known as the International Emergency Management Assistance Compact. The IEMAC is now a formal, Congressionally-ratified agreement with bylaws and operations manual that includes five eastern Canadian provinces and six U.S. States.

Similarly, the Western Regional Emergency Management Advisory Committee, WREMAC, has a Congressionally-ratified agreement, the Pacific Northwest Emergency Management Arrangement, signed in 1998. Our efforts along the central U.S.-Canadian border will solidify a continuous Northern Border mutual aid agreement between our two countries that strengthens our response capabilities, our resilience, and the survivability of our residents.

In conclusion, the concept of mutual aid has been the foundation of emergency response for decades. When a disaster occurs, the rate of survivability is greatly increased by an effective and timely response by trained emergency responders. Whether these responders come from the United States, Canada, or Mexico is irrelevant. What is critical, though, is that these professional lifesavers have the ability to share knowledge, equipment, and expertise and are ready to function as a team during a crisis.

Thank you again for the opportunity to appear before you today. I am happy to answer any questions that you may have.

[The statement of Mr. Velasquez follows:]

PREPARED STATEMENT OF ANDREW VELASQUEZ, III

OCTOBER 28, 2011

I. INTRODUCTION

Chairman Bilirakis, Representative Clarke, and distinguished Members of the subcommittee: My name is Andrew Velasquez and I am the Regional Administrator for the Federal Emergency Management Agency's (FEMA) Region V Office located in Chicago, Illinois. It is an honor to appear before you today on behalf of FEMA to discuss the critical Federal, State, local coordination taking place along the United States Northern Border. FEMA recognizes that we are not the Nation's whole emergency management team; rather we are part of the team. This team includes not only Federal, State, local, and Tribal governments, but also private, non-profit, and citizen partners—the Whole Community. This Whole Community approach emphasizes the importance of working with all partners in order to effectively prepare for, protect against, respond to, recover from, and mitigate all hazards. In some cases, the Whole Community also includes our international partners.

"In my testimony today, I will describe and review the Federal, State, and local roles in responding to emergencies, as well as the current state of cross-border emergency assistance agreements at each level of government, with a particular focus on how FEMA is working to improve preparedness along the northern border, specifically here in the central region."

II. A REVIEW OF THE EMERGENCY RESPONSE SYSTEM AND PROCESS AND THE ROLE OF FOREIGN ASSISTANCE

Regardless of how prepared communities may be for an emergency, disasters can strike anywhere and at any time. Within the United States, the response to and recovery from major emergencies and disasters are managed and coordinated under the National Response Framework (NRF) and most recently the National Disaster Recovery Framework (NDRF). A major tenet of that framework is that all emergencies and disasters are local. Local governments are the first to respond to a wide variety of events. When those governments become overwhelmed they can seek additional assistance from the State. In some circumstances, when the State becomes overwhelmed and needs assistance, the Federal Government can be called upon to provide assistance where needed. While this is the standard process for domestic incident response, jurisdictions located along the borders with Canada and Mexico may also find it necessary to enter into emergency assistance agreements, allowing the cross-border sharing of additional critical resources (personnel and equipment) that can quickly help protect property and save lives.

Local Governments

Local emergency response personnel, including first responders, public health and medical providers, emergency management officials, public works, and other groups within the community, are typically the first to detect a threat or hazard, and respond to it. They are often the first to arrive, the last to leave, and play a major role in leading the jurisdiction's recovery efforts.

Local senior officials and their emergency managers create and maintain a foundation for an effective response. They organize and integrate their capabilities and resources with neighboring or county jurisdictions, the State, and non-governmental partners, including the private sector. All these entities form collaborative partnerships and resource capabilities which local governments can use during emergencies.

While intra-state and inter-state mutual aid agreements are commonplace between local governments and their neighbors throughout the United States, many Northern Border cities and counties have mutual aid agreements with their international cross-border counterparts. Mutual aid exists today along the border at the local level between cities such as Port Huron, Michigan and Sarnia, Ontario in Canada and many others. Many of these have a long history dating back to the 1960s. These agreements normally provide mutual aid for fire and emergency medical services (EMS). The agreements are only between specific cities where the closest support lies across the border; e.g. Port Huron & Sarnia. Items normally covered in the agreement include how requests for assistance are coordinated, command and control operations, liability, reimbursement expectations, duration of the agreement and joint training.

States and Territories

States and territories have the primary responsibility to protect the public health and welfare of the people living within their jurisdiction. Should local and county governments become overwhelmed, State resources are the closest line of support to those impacted by incidents.

The role of the State government is to supplement local efforts before, during, and after an event, providing and coordinating resources and capabilities from throughout the State. They have significant resources of their own, including State emergency management and homeland security agencies, mutual aid programs, the National Guard, and a host of other State agencies that can bring specialized support. If a State anticipates that the response to an event may exceed its resources and capabilities, the Governor can request additional assistance from other States through mutual aid and assistance agreements such as the Emergency Management Assistance Compact (EMAC) or from the Federal Government—often in the form of a Stafford Act declaration. EMAC, established in 1996, is a system that allows U.S. States to transfer resources, such as personnel, equipment, and commodities during Governor-declared states of emergencies.

However, in some circumstances it may be necessary for States along the Northern Border and outside of the Federal response process to seek assistance directly from their Canadian provincial counterparts. Although States, provinces, and territories are capable of managing most emergencies, there are times when disasters exceed the State, provincial, or territorial resources and require outside assistance. Even when EMAC or Federal assistance is warranted, cross-border mutual aid assistance may be more readily available, timelier, less expensive, and/or operationally expedient. FEMA is supportive of these types of cross-border mutual aid agreements and actively assists States, through regional emergency management committees and the National Emergency Management Association (NEMA) to develop and win approval for these pre-negotiated assistance agreements.

FEMA's role in coordinating State/province agreements is based on section 612 of the Stafford Act, mutual aid pacts between States and neighboring countries, which states that "the Director (now Administrator of FEMA) shall give all practicable assistance to States in arranging, through the Department of State, mutual emergency preparedness aid between the State and neighboring countries."

In the mid-1990's, Regional Emergency Management Advisory Committees were established as four geographically organized entities: Eastern Regional (EREMAC), Prairie Regional (PREMAC), Central Regional (CREMAC) and Western Regional Emergency Management Advisory Committees (WREMAC).

The purpose of these four groups is to advance the development of regional cross-border emergency preparedness and response arrangements. The CREMAC comprises FEMA Regions II, III and V, including the States of Michigan, Minnesota, New York, Ohio, Pennsylvania, and Wisconsin and the Canadian Provinces of Ontario and Quebec. The co-chairs of CREMAC rotate between State and provincial emergency managers. Public Safety Canada and FEMA are non-voting members.

FEMA Regions II and V have been working with CREMAC members to build consensus on a cross-border mutual aid agreement. Recently, NEMA and the Canadian Council of Emergency Management Organizations have been working together to reach agreement on draft language for a Central Region Emergency Management Assistance Agreement (CREMAA) and a Prairie Region Emergency Management Advisory Agreement (PREMAA). The draft CREMAA/PREMAA is a U.S. State-to-Canadian province agreement which will better align State and provincial emergency management mandates. CREMAA/PREMAA also encourages and allows cooperative planning and exercises so jurisdictions located on both sides of the border are better prepared for a disaster regardless of the initiating event and the appropriate response and recovery activities. Through the CREMAA/PREMAA, any resource, whether personnel or equipment, could be made available from one member state to another. The draft agreement has been sent to the States and provinces of both the CREMAA and PREMAA organizations.

On October 26, 2011, FEMA Region V hosted a Central and Prairie region emergency management meeting to gain consensus of the latest iteration of the CREMAA/PREMAA agreement. Representatives from CREMAC, PREMAC, NEMA, FEMA, and the Canadian Council of Emergency Management Organizations discussed the content of the agreements, potential issues and challenges, as well as the ultimate approval process.

While a cross-border State-to-province agreement is being developed for use along the central region of the Northern Border, the Eastern Regional Emergency Management Advisory Committee, similar to the CREMAC and also known as the International Emergency Management Group (IEMG), has developed its own agreement known as the International Emergency Management Assistance Compact (IEMAC). The effort to build this compact began almost 15 years ago when the Premiers and Governors strengthened a 1975 agreement between the State of Maine and the Province of New Brunswick. The IEMAC is now a formal, congressionally ratified agreement with bylaws and an operations manual that includes five eastern Canadian Provinces and six U.S. States.

Similarly, the Western Regional Emergency Management Advisory Committee (WREMAC) has a Congressionally-ratified agreement, the Pacific Northwest Emergency Management Arrangement (PNEMA) signed in 1998. Under the agreement, WREMAC coordinates cross-border mutual disaster preparedness, response, and recovery among two Canadian Provinces and three U.S. States.

III. THE FEDERAL ROLE IN DOMESTIC U.S. DISASTERS, FOREIGN ASSISTANCE, AND THE INTERNATIONAL ASSISTANCE SYSTEM

The Federal Government maintains significant capabilities and resources that can support a stricken State. For events where the Federal Government has primary jurisdiction or authorities (e.g., on a military base or a Federal facility or lands), Federal departments or agencies may be the first responders and the first line of defense, coordinating activities with State, territorial, Tribal, and local partners. The Federal Government also maintains its own working relationships with the private sector and other non-governmental partners.

In accordance with the Homeland Security Act of 2002 and Homeland Security Presidential Directive (HSPD) 5, the Secretary of Homeland Security is the Principal Federal Official for domestic incident management. While DHS maintains the responsibility for the overall incident management, a number of Federal departments and agencies have their own authorities for leading Federal response to certain emergency and disaster events. As the leader of the Federal incident management team, DHS coordinates with the entire Federal family to surge Federal support at all levels of the response.

In some circumstances, such as a catastrophic event, the Federal Government, through the U.S. Department of State, may seek the assistance of foreign governments such as Canada or Mexico. In order to enable that coordination of assistance at the Federal level, the United States Government created the International Assistance System (IAS). This system establishes standard operating procedures for requesting specific international assistance when specific resources are unavailable in the United States, reviewing foreign government offers for acceptance or declination, and managing the logistics of transporting, receiving, and distributing international donations.

FEMA, the Department of State, and the United States Agency for International Development (USAID) coordinate the IAS to address both the critical needs of a response operation as well as the foreign policy objectives of the United States. As such, the IAS applies only to formal transactions between the United States and for-

eign governments or international organizations, during a large-scale domestic disaster, following a Stafford Act declaration.

In addition to mutual aid agreements, the United States Government and government of Canada have a long history of cooperation in the area of emergency management. There are a number of Federal level bi-national agreements to facilitate information exchange, advances in technology, preparedness, and mutual assistance during cross-border incidents.

For example, under the U.S.-Canada Agreement on Emergency Management Cooperation, FEMA co-leads two bi-national working groups to address challenges to Federal-to-Federal mutual aid assistance, and identify opportunities to jointly train and exercise. To further enhance this bi-national partnership, President Obama and Prime Minister Harper signed a joint declaration this year called "Beyond the Border: A Shared Vision for Perimeter Security and Economic Competitiveness." Under this declaration, FEMA and the interagency are partnering with Canada to prepare for and respond to bi-national Chemical, Biological, Radiological, Nuclear and Explosive (CBRNE) events; address barriers to bi-lateral communications interoperability; and enhance collective preparedness for health security threats.

Additionally, the Canada/U.S. Reciprocal Forest Fire Fighting Arrangement provides for the Secretary of Agriculture and the Secretary of the Interior to enter into arrangements with foreign fire organizations for assistance in wildfire protection. The Canada-U.S. Joint Inland Pollution Contingency Plan provides for a cooperative mechanism for preparedness for and response to polluting incidents that cause, or may cause, damage to the environment along the inland boundary.

IV. CONCLUSION

In conclusion, the concept of mutual aid has been the foundation of emergency response for decades. When a disaster occurs, the ability to save lives and protect property is greatly increased by an effective and timely response by trained emergency responders. It is critical that these professional life savers—whether they come from United States, Canada, or Mexico—have the ability to share knowledge, equipment, expertise, and are ready to function as a team during times of crisis.

Thank you again for the opportunity to appear before you today. I am happy to answer any questions the subcommittee may have.

Mr. BILIRAKIS. Thank you, Administrator.

Now I will recognize Admiral Parks. Again, you are recognized, sir, for approximately 5 minutes.

STATEMENT OF MICHAEL PARKS, NINTH DISTRICT COMMANDER, U.S. COAST GUARD

Admiral PARKS. Well, good morning, Mr. Chairman and Congressman Clarke.

With your permission, I ask that my written statement be inserted into the record.

It is a great pleasure to be with you today, particularly alongside my good friends and partners, Andrew Velasquez and John Beutlich. I would like to just make a few brief remarks and then look forward to your questions.

When asked to describe the Great Lakes operating environment, I sum it up as a system, a system that is shared and that is not just saltless, but extremely sensitive and one that poses unique seasonal operating challenges.

First, the Great Lakes are a continuous and interconnected maritime system with a diverse range of maritime environments from open seas to narrow rivers to locks, bridges, tunnels, and critical infrastructure. It is a complex system that requires multi-dimensional efforts to ensure its safety, security, and stewardship.

Second, the Great Lakes are truly a shared internal waters of sovereign nations. When you consider the fact that their governance is shared among tribal interests, eight States, three Canadian provinces, and hundreds of county and local stakeholders across

the region, it is clear that building partnerships is not a mission luxury. It is an absolute necessity.

Third, the Great Lakes form the largest fresh water system on Earth. They are not just a system or a domain. They are an extremely sensitive and invaluable natural resource. They are truly a bi-national treasure.

Last, the Great Lakes pose unique seasonal challenges. Waterways that normally flourish with commercial and recreational traffic can become restricted by unrelenting ice in the winter. Borders that normally require a boat to cross become accessible by vehicle or even on foot.

Preparedness and response in the maritime environment can be a tough job in ideal conditions. When that environment freezes, every aspect of our operations becomes more difficult.

Mr. Chairman, within this environment, I believe there are three principles that guide our efforts to enhance border preparedness and response in the Great Lakes region, and they are shared awareness, synchronized goals, and seamless operations.

First, we must maximize shared awareness. We must understand the common threats and be efficient at sharing information and intelligence with the full range of partners that can contribute to our success. With all the environmental challenges that we face, we can't afford cylinders of excellence. We need systems of shared situational awareness.

Second, we must continually work to establish synchronized goals. We share the border environment with a diverse and complex array of regional neighbors. We must have mechanisms to synchronize our collective goals. Now, obviously, we do not all have the same mission priorities or responsibilities. But we must be able to navigate across those responsibilities because no agency or entity can do it alone.

Third, we must be able to seamlessly operate. The tyranny of time and distance, particularly in the maritime border of the Great Lakes, demands agile and coordinated responses. Together, Federal, State, and local partners bring to bear tremendous amounts of authority and responsibility. We must continually work to integrate those assets to assure a seamless response to any threat.

Mr. Chairman, the glue that binds these three principles together is partnerships. They are a critical component to Coast Guard mission success—I would offer DHS success and our National success—and I would like to highlight just a few examples of these partnerships in action.

From staffing the regional coordination center, the RCC, to detailed preparedness planning and execution for flood response in the Midwest, we work with FEMA nearly every single day. As you know well, we can't wait until an emergency to get to know one another.

Working together across the Great Lakes and with our Canadian, State, and local partners, I know we are better prepared to respond to a full range of contingencies because of our strong operational partnership with FEMA.

Over the past 18 months, we have made tremendous progress, solidifying our relationship with CBP and ICE across the Great Lakes. Just last month, the Coast Guard, Customs and Border Pro-

tection, and Immigration and Customs Enforcement leaders from across the Great Lakes, including John and I, signed an approved standard operating procedures for coordinated air and maritime operations across the Great Lakes.

It establishes guidance for sharing of information, on-scene operational coordination, and the sharing of surface and aviation patrol schedules to help ensure a unity of effort across this region. And locally, our area maritime security committees continue to deliver outstanding results in managing the full spectrum of maritime security preparedness and response missions, very similar to what you engaged in this morning.

In August, the area maritime security committee here in Detroit conducted a full-scale exercise that brought together 70 partner agencies. Federal, State, local, U.S., and Canadian partners responded to a simulated terrorist attack on a ship on the Detroit River between Detroit, Michigan, and Windsor, Ontario.

The scenario, in which many of the 500 passengers were injured and over 800,000 gallons of simulated oil were spilled, enabled those agencies to work side-by-side to improve their response and recovery capabilities. I would like to thank Congressman Clarke for providing such realism at the press conference.

Mr. CLARKE. You are welcome.

[Laughter.]

Admiral PARKS. Mr. Chairman, thank you very much for your time and again for your focus on the Great Lakes as part of your important work. The Coast Guard looks forward to continuing to contribute to the effort and building a system of shared awareness and synchronized goals such that we can seamlessly operate together for safety, security, and stewardship of the Great Lakes.

Thank you again for this opportunity, Mr. Chairman, and I look forward to your questions.

[The statement of Admiral Parks follows:]

PREPARED STATEMENT OF MICHAEL PARKS

OCTOBER 28, 2011

Good morning Mr. Chairman and distinguished guests. Thank you for the opportunity to appear before you today to discuss homeland security cooperation in the Great Lakes and along the shared maritime border of the United States and Canada.

As Commander of the Ninth Coast Guard District, I oversee Coast Guard operations throughout the Great Lakes region, which includes overseeing four Coast Guard Sector Commands in Buffalo, NY, Detroit, MI, Sault Ste Marie, MI, and Milwaukee, WI, and two Coast Guard Air Stations in Traverse City, MI and Detroit, MI, along with a fleet of nine cutters.

The Ninth Coast Guard District enjoys a unique vantage point with mission responsibility from Lake of the Woods, MI, to Massena, NY. The Great Lakes constitute a diverse and challenging maritime environment that exemplifies the necessity for fully integrated preparedness, response, and communications. The Great Lakes first is a salt-less and sensitive system; it is shared and seasonally challenging. The Great Lakes are a complex, interconnected, and continuous maritime system with a wide range of environments—from open seas much more like oceans than lakes—to narrow rivers challenging even experienced navigators and providing easy border access. More than just an operating environment—the Great Lakes are a unique natural resource, and a bi-national treasure. Together they form the largest fresh-water system on earth. With so many dependent on the Great Lakes as a resource, we treat all spills as significant.

The Great Lakes are shared by staunch allies, vital economic partners, and steadfast friends. With roughly 10 percent of the U.S. population and more than 30 per-

cent of the Canadian population living in the Great Lakes basin, local issues are often National, and typically bi-national, issues. Roughly 300,000 people and \$1.5 billion in trade cross our regional border with Canada each and every day. Once a commercial vessel enters the Great Lakes, it has equal opportunity access to both the United States and Canada. A vessel may cross the border 17 times or more while transiting the Great Lakes. They are shared waters of sovereign nations. Combined with tribal interests, eight States, three Canadian provinces, and hundreds of county and local stakeholders across the region—the jurisdictional complexity is enormous. Combined response protocols and shared capabilities across multiple jurisdictions are a mission necessity. Whether it is bridges, pipelines, power grids, or communication networks—critical infrastructure in the region is shared much more often than it is owned outright by any one State, community, or even nation.

There are few better examples of the shared nature of our maritime infrastructure than in the Detroit-Windsor Corridor. The Detroit River is a critical linkage for the entire Great Lakes system with the majority of foreign and domestic ships either arriving at or passing by the Port of Detroit. This transit corridor for the Great Lakes system supports the movement of more than 106 million tons of commodities between U.S. Great Lakes ports, and 16 million tons in Detroit alone. It accounts for approximately 10 percent of all U.S. waterborne domestic traffic. On average, there are 40 daily commercial ship movements in the Detroit and St. Clair Rivers along the international border. These movements occur past and among more than 50 U.S. and Canadian waterfront facilities. Cross-border operations are a daily reality and necessity. The Coast Guard small boat station in Belle Isle—just outside metropolitan Detroit—is only yards away from our border with Canada and they cannot depart their dock without crossing into Canadian waters.

In August, we conducted a full-scale exercise in this critical interagency and international waterway. The exercise brought together 70 partner agencies—Federal, State, local, U.S., and Canadian—to respond to a simulated terrorist attack on a ship on the Detroit River between Detroit, Michigan, and Windsor, Ontario. The scenario, in which many of the 500 passengers were injured and 800,000 gallons of simulated oil were spilled, enabled these agencies to work side-by-side to improve their response and recovery capabilities. This exercise is just one example of the many that we conduct throughout the Great Lakes region, ensuring we and our partners are adequately prepared and can work together to counter the threats we face.

The Great Lakes operating area presents unique seasonal operational challenges. In some cases, borders that normally require a boat to cross can be accessed by vehicle or foot. Waterways that normally flourish with commercial and recreational vessel traffic can become restricted by unrelenting ice, requiring significant effort to keep open. Maritime preparedness and response is a complicated endeavor. It is made more so when that maritime domain becomes impassable by traditional patrol and response assets. When water freezes, oil spill response and recovery, port security patrols and deterrence, search and rescue, small boat, and flight operations all become more difficult.

Coast Guard combines several maritime functions—from regulatory and rescue to security and stewardship into one Federal agency. The Coast Guard applies its authorities and allocates resources in a way that reduces risk and provides the level of reliable response our communities expect while ensuring we remain adaptive and flexible to respond to changing risks within an always dynamic maritime environment. The Service succeeds by empowering its people to act—to understand the resources available to them and apply those resources toward maritime risks and requirements.

Seasonal demands and limitations pose a special challenge to mission execution. In the winter, our crews are challenged to sustain qualifications due to ice conditions. There is no other place in the Coast Guard where we expect and train our crews to respond not just on “soft water” but also “hard water.” The Coast Guard must be creative and relentless—and pursue technology where appropriate—to ensure our crews master their respective crafts.

Strategic partnerships are vital component of Coast Guard mission success. The Coast Guard cannot meet every mission priority alone. Our missions demand that we seek out sustainable partnerships at every level of maritime interest. The complexity and shared interests of the Great Lakes region has spurred many longstanding regional partnerships. Such initiatives should be strengthened in order to harmonize mutually supportive goals. And where needed, the Coast Guard should grow new partnerships. The Coast Guard adds value with our unique combination of maritime authorities and capabilities that can bring civil, law enforcement, and military communities together in shared solutions.

Partnerships are particularly important here in the Great Lakes. The United States—much less the Coast Guard—does not “own” the entirety of the Great Lakes system in which we operate. The Coast Guard deals with the challenges, complexities, and opportunities of the international border every day and is well-suited to help inform National maritime policy with Canada. Successful mission execution in the Great Lakes requires effective bi-national cooperation and governance.

President Obama and Prime Minister Harper recently issued the “Beyond the Border” declaration articulating a shared vision for perimeter security and economic competitiveness. It recognizes the interdependence of our security and economic relationships with Canada. From search-and-rescue to pollution response and ice-breaking—the Coast Guard has solid partnerships and time-tested procedures to work seamlessly with Canada. We need to bring that same collaborative spirit and trust to security and law enforcement concerns.

A number of bilateral initiatives already exist. For example, the Integrated Border Enforcement Team (IBET) remains a critical collaboration mechanism across our shared border with Canada. Each IBET establishes an integrated, bi-national law enforcement capability from both Canada and the United States. These intelligence-led partnerships facilitate information sharing and operational collaboration to detect, deter, and interrupt cross-border threats and criminal enterprises. Of the 15 IBET regions across our shared border, seven are in the Great Lakes area of responsibility. There are five core IBET agencies: The Royal Canadian Mounted Police, U.S. Coast Guard, Canada Border Services Agency, U.S. Immigration and Customs Enforcement (ICE), and U.S. Customs and Border Protection (CBP). These core agencies liaise with provincial, State, and local law enforcement partners to help assure seamless and integrated operations in countering cross-border crime. Similarly, through our partnership with Transport Canada (TC), the Joint Initial Verification Team (JIVT) enables Coast Guard marine inspectors to work alongside TC personnel to visit hundreds of foreign flagged vessels each year in Montreal, Canada. These visits are critical to ensuring regulatory compliance of vessels entering the Great Lakes system.

With 42 Federally-recognized Tribal nations in the eight States that comprise the Great Lakes region, Tribal partnerships are indispensable to mission execution. Many of these first nations have a strong maritime heritage and history that we must respect and acknowledge if we are to be successful. I’m especially proud of our efforts to enhance the safety of commercial Tribal fishing. We operate together with the Chippewa Ottawa Resource Authority (CORA) and Great Lakes Indian Fish and Wildlife Commission (GLIFWC) to enhance the safety of Tribal fishing vessels. CORA and GLIFWC enforcement officers attend Coast Guard fishing vessel safety training and we regularly conduct joint vessel examinations and waterborne patrols.

Similarly, we are continuing work to ensure that the Integrated Cross-border Maritime Law Enforcement Operations framework agreement signed by Secretary Napolitano in 2009 is poised for success upon final approval by Canada’s parliament. Last April, training for Coast Guard and CBP officers also involved the St. Regis Tribal Police Department. Providing law enforcement presence on the Mohawk Akwesasne Reservation along the St. Lawrence River in upstate New York, they are critical partners to ensuring adequate preparedness and response in an area of vital strategic interest to the entire Great Lakes region.

The Department of Homeland Security (DHS) recently promulgated a Maritime Operations Coordination Plan. It builds on the success of Area Maritime Security Committees and creates regional coordination mechanisms—ReCoMs—for the express purpose of enhancing maritime operational coordination. In the Great Lakes, the Coast Guard has already solidified a Great Lakes ReCoM that strengthens partnerships with our DHS peers. It includes the recent renewal and approval of Standard Operating Procedures for Coordinated Air and Maritime Operations throughout the Great Lakes. The Great Lakes ReCoM unifies the effort of the entire Coast Guard Ninth District with the CBP Office of Air and Marine Northern Region, four CBP Border Patrol Sectors, four CBP Offices of Field Operations, and five ICE Homeland Security Investigation (HSI) regions. It is the first time Great Lakes DHS leaders have memorialized such a partnership and provided written guidelines to enhance operational effectiveness irrespective of individual agency boundaries. It will be strengthened in the weeks and months ahead by the involvement of Canadian, State, Tribal, and local partners.

Mr. Chairman, there is hard work to be done. But it is work the Coast Guard can and will do to accomplish its mission. That is the true value of the Coast Guard in the Great Lakes and beyond—to apply our unique combination of maritime functions to those duties assigned, build sustainable mission partnerships, and to do so to the very best of our ability every single day. The Coast Guard cannot eliminate every maritime risk. But through the active involvement of hundreds of partners

with a stake in the safety, security, and stewardship of the maritime domain, the Coast Guard is committed to deter incidents before they happen and ensure the Coast Guard is well-prepared to respond to them should they occur.

Thank you for the opportunity to testify before you today. I will be happy to answer any questions you may have.

Mr. BILIRAKIS. Thank you, Admiral.

Now, Mr. Beutlich, you are recognized for 5—approximately 5 minutes. Thank you, sir.

**STATEMENT OF JOHN S. BEUTLICH, DIRECTOR OF THE
NORTHERN REGION, OFFICE OF AIR AND MARINE, U.S. CUSTOMS AND BORDER PROTECTION**

Mr. BEUTLICH. Thank you, sir.

Chairman Bilirakis, Representative Clarke, and distinguished Members of the subcommittee, it is a privilege and an honor to appear before you today to discuss the work of U.S. Customs and Border Protection, particularly the tremendous dedication of our men and women in the field, both at and between the ports of entry.

Integral to these efforts is the cooperation with our Canadian partners, State, local, Tribal agencies, and other elements of the Department of Homeland Security. I would like to begin by expressing my gratitude to Congress for its continued support of the mission and people of Customs and Border Protection. We greatly appreciate your efforts and assistance, and I look forward to continuing to work with you on these issues in the future.

As America's frontline border agency, Customs and Border Protection is responsible for securing America's borders against threats while facilitating legitimate travel and trade. To do this, CBP has deployed a multilayered, risk-based approach to enhance the security of our borders while facilitating the lawful flow of people and goods entering the United States.

This layered approach to security reduces our reliance on any single point or program that could be compromised and includes close coordination with DHS partner agencies, with other U.S. interagency partners, and with our Canadian counterparts. Close coordination with our partners ensures our zones of security extend outward and that our physical border is not our first or last line of defense, but one of many layers.

There are many—there are a number of ways in which the Northern Border is operationally distinct from other environments. The international boundary with Canada extends over 5,500 miles across both land and water, including the border of Alaska, and it is often described as the longest common nonmilitarized border between any two countries.

It delineates two friendly nations with a long history of social, cultural, and economic ties that have contributed to a high volume of cross-border trade and travel amounting to more than \$1 billion a day. The border is a diverse region consisting of major metropolitan centers, integrated bi-national communities, numerous transit hubs, and vast regions with little or no population.

Thickly forested mountainous areas with recreational trail networks provide avenues of cover for those seeking to cross the border illegally. The extensive commercial and transportation infrastructure along the border also provides avenues vulnerable to exploitation by traffickers and smugglers, including vehicular trans-

portation, commercial and noncommercial air, rail, and maritime modes of transportation.

The Great Lakes region consists of several large bodies of open water, as already mentioned by Admiral Parks, including the Great Lakes themselves and rivers along the border. The lakes are heavily used by boaters in the summer, ice fisherman and snowmobilers in the winter, and present unique border enforcement challenges as small vessels can potentially be exploited for illicit purposes.

In the winter, sub-zero temperatures and significant snowfall provide a natural barrier along some portions of the border. While pedestrian and vehicle traffic are reduced during the winter, unlawful entries between the ports of entry utilizing snowmobiles are not unusual.

When frozen, some rivers and streams become easy for smugglers to utilize for cross-border on foot or by snowmobiles or other modes of transportation. The spring thaw can cause impassably deep mud, enclosing them to commercial trucks, and tends to increase unlawful cross-border activity by all-terrain vehicles.

We recognize the importance of partnerships, intelligence, and information sharing to the success of our mission. As such, we are engaged in several National initiatives to increase security on the Northern Border, such as the IBET and BEST, which comprise Customs and Border Protection, U.S. Customs and Immigration, Royal Canadian Mounted Police, and Canadian Border Security—or Services Agency. By incorporating this integrated mobile response capability that these organizations provide, they allow law enforcement agencies with a multiplier that maximizes border enforcement efforts.

Within the Detroit sector, IBET cases have resulted in multiple arrests, most prominently in the Detroit stations area of responsibility, reflecting an increased level of direct coordination between the stations and our Canadian partners at the tactical level.

In August this year, CBP participated in a Coast Guard-led, full-scale exercise to test first responders to a simulated mass rescue operation. The 2-day exercise focused on notification, response, public affairs, and recovery operations within a unified command structure involving multi-jurisdictional, multinational agencies.

The participants included CBP, Coast Guard, ICE, TSA, the U.S. Attorney's Office, FBI, Michigan State Police, Michigan National Guard, Detroit Police Department, the Wayne County Sheriff's Office, Macomb County Sheriff's Office, CBSA, and the Windsor, Ontario, Police Department. This type of partnership is an example of efforts to continue to build upon an already-forged relationship among our law enforcement partners and Detroit area border communities.

Additionally, CBP, in conjunction with CBSA and RCMP, completed a joint border threat assessment, which provides U.S. and Canadian policymakers, resource planners, and law enforcement officials with a strategic overview and significant threat along the U.S./Canadian border.

In 2005, CBP created a robust information-sharing environment, known as "BigPipe," which links equipped CBP aviation assets and information-sharing protocols to Federal, State, and Tribal law enforcement. This provides near real-time sensor data, which allows

for numerous Federal, State, and local Tribal agencies during warrant presentations, controlled deliveries, search and rescue, and surveillance operations.

An example would be earlier this year, live video streams via BigPipe enabled FEMA rapid needs assessment analyst teams to quickly determine the condition of levees during the flooding that occurred in the Mississippi River Valley.

Chairman Bilirakis, Representative Clarke, I look forward to the opportunity to testify about the work of U.S. Customs and Border Protection and our efforts. I look forward to answering your questions at this time.

Thank you.

[The statement of Mr. Beutlich follows:]

PREPARED STATEMENT OF JOHN S. BEUTLICH

OCTOBER 28, 2011

Chairman Bilirakis, Representative Clarke, and distinguished Members of the subcommittee, it is a privilege and an honor to appear before you today to discuss the work of U.S. Customs and Border Protection (CBP), particularly the tremendous dedication of our men and women in the field, both at and between our ports of entry (POE). Integral to these efforts is the cooperation with our Canadian partners, State, local, and Tribal agencies, and the other elements of the U.S. Department of Homeland Security (DHS).

I would like to begin by expressing my gratitude to Congress for its continued support of the mission and people of CBP. We greatly appreciate your efforts and assistance, and I look forward to continuing to work with you on these issues in the future.

As America's front-line border agency, CBP is responsible for securing America's borders against threats, while facilitating legitimate travel and trade. To do this, CBP has deployed a multi-layered, risk-based approach to enhance the security of our borders while facilitating the lawful flow of people and goods entering the United States. This layered approach to security reduces our reliance on any single point or program that could be compromised and includes close coordination with DHS partner agencies, with other U.S. interagency partners, and with our Canadian counterparts. Close coordination with our partners ensures our zone of security extends outward and that our physical border is not the first or last line of defense, but rather is one of many layers.

NORTHERN BORDER ENVIRONMENT AND CHALLENGES

There are a number of ways in which the Northern Border is operationally distinct from other environments. The international boundary with Canada extends over 5,500 miles across both land and water (including the border of Alaska), and it is often described as the longest common non-militarized border between any two countries. It delineates two friendly nations with a long history of social, cultural, and economic ties that have contributed to a high volume of cross-border trade and travel, amounting to more than a billion dollars a day. The border is a diverse region consisting of major metropolitan centers, integrated bi-national communities, numerous transit hubs, and vast regions with little or no population. Thickly forested, mountainous areas with recreational trail networks provide avenues and cover for those seeking to cross the border illegally. The extensive commercial and transportation infrastructure along the border also provides avenues vulnerable to exploitation by traffickers and smugglers, including vehicular transportation, commercial trucking, and commercial and non-commercial air, rail, and maritime modes of transportation.

The Great Lakes region consists of several large bodies of open water, including the Great Lakes themselves, and rivers along the border. The lakes are heavily used by boaters in the summer and ice fisherman and snowmobiles in the winter, and present unique border enforcement challenges, as small vessels can potentially be exploited for illicit purposes. Seasonal changes affect the ease with which the Northern Border can be crossed; in general, winter allows the Border Patrol to focus on fewer points of egress than the summer, when much more of the border becomes passable.

In the winter, sub-zero temperatures and significant snowfall provide a natural barrier along some portions of the border. While pedestrian and vehicle traffic are reduced during the winter, unlawful entries between the POEs utilizing snowmobiles are not unusual. When frozen, some rivers, lakes, and streams become easier for smugglers and others to utilize for crossing the border on foot, or by snowmobiles or other modes of transport, while other areas become treacherous with ice floes and are less traversable. The spring thaw can cause impassibly deep mud on some logging roads, thereby closing them to commercial truck traffic, and there tends to be an increase in unlawful cross-border activities via all-terrain vehicles.

NORTHERN BORDER PARTNERSHIPS

At CBP, we recognize the importance of partnerships, intelligence, and information sharing to the success of our mission, and as such, we are engaged in several National initiatives to increase security on the Northern Border. Our officers and agents provide support to the Integrated Border Enforcement Teams (IBET), comprised of U.S. and Canadian Federal, State/provincial, and local law enforcement personnel, and encompassing 15 regions along the Northern Border. The IBET concept was formalized in December 2001 with five core agencies: CBP, U.S. Coast Guard (USCG), U.S. Immigration and Customs Enforcement (ICE), Royal Canadian Mounted Police (RCMP), and the Canadian Border Services Agency (CBSA). IBETs operate as intelligence-driven enforcement teams designed to increase information and intelligence-sharing capabilities among the appropriate U.S. and Canadian authorities. By incorporating integrated mobile response capability (e.g., air, land, and marine), the IBETs provide participating law enforcement agencies with a force multiplier that maximizes border enforcement efforts. Within the Detroit Sector, IBET cases have resulted in multiple arrests, most prominently in the Detroit Station area of responsibility, reflecting an increased level of direct coordination between the Stations and our Canadian partners at the tactical level. Our personnel additionally provide manpower to Border Enforcement Security Task Force (BEST) units, multi-agency teams which collaborate to identify, disrupt, and dismantle criminal organizations which pose significant threats to border security.

In August of this year, CBP participated in a Coast Guard-led, full-scale exercise designed to test first responders to a simulated mass rescue operation, a transportation security incident, and a major oil spill on the Detroit River between Michigan and Ontario, Canada. The 2-day exercise focused on notification, response, public affairs, and recovery operations within a unified command structure involving multiple jurisdictional/multi-national agencies. The participants included CBP, USCG, ICE, Transportation Security Administration, the U.S. Attorney's Office, the Federal Bureau of Investigation, the Michigan State Police, the Michigan National Guard, the Detroit Police Department, the Wayne County Sheriff's Office, the Macomb County Sheriff's Office, CBSA, and the Windsor (Ontario) Police Department. This type of partnership effort continues to build upon an already forged relationship among our law enforcement partners and the Detroit area border community and has helped to strengthen our ability to respond to unexpected emergencies while maintaining border security.

Additionally, CBP, in conjunction with CBSA and RCMP, completed a Joint Border Threat and Risk Assessment, which provides U.S. and Canadian policymakers, resource planners, and other law-enforcement officials with a strategic overview of significant threats along the border between the United States and Canada. The threat assessment encompasses a range of National security issues, including cross-border criminal organizations, drug trafficking and illegal immigration, the illicit movement of prohibited or controlled goods, agricultural hazards, and the spread of infectious diseases. The assessment also further highlights the commitment of the two countries to identify and mitigate potential threats along our shared border, where there is a potential of terrorism and transnational organized crime.

CBP RESOURCES ON THE NORTHERN BORDER

Along the U.S. Northern Border, CBP processes more than 70 million international travelers and 35 million vehicles each year. Since the implementation of the Western Hemisphere Travel Initiative (WHTI) in June 2009, WHTI compliance along the Northern Border is at approximately 99 percent, allowing CBP to facilitate travel and focus on individuals who may pose a threat to National security. In addition, CBP annually makes approximately 6,000 arrests and interdicts approximately 40,000 pounds of illegal drugs at and between the POEs along the Northern Border. Although CBP typically defines the Northern Border region as the area between the United States and Canada, running from Washington through Maine and including the Great Lakes region, CBP also facilitates and ensures the security of

travel and trade across the Alaska-Canadian border. On the Northern Border, CBP has 120 land border crossings and 17 ferry land crossings, eight Border Patrol Sectors, eight Air and Marine Branches, nine Coastal Marine Units and 23 Riverine Marine Units to protect against the illegal flow of people and goods at and between the official POEs.

Over the past 2 years, DHS has dedicated historic levels of personnel, infrastructure, and technology to the Northern Border. Since 9/11, Border Patrol agent staffing on the Northern Border has increased by over 650 percent—from approximately 340 agents in 2001, to more than 2,200 agents today. At the POEs along the Northern Border, CBP's Office of Field Operations (OFO) has deployed more than 3,800 CBP Officers and Agriculture Specialists. We have developed and implemented a comprehensive training curriculum for these Officers and Agriculture Specialists, which includes comprehensive, advanced, on-the-job and cross-training courses, as well as routinely offering our front-line officers opportunities to further hone their skills through professional development training.

CBP's Office of Air and Marine (OAM) has 158 Air and 121 Marine Interdiction agents deployed along the Northern Border. Since 2004, CBP has opened five strategically located Air Branches along the Northern Border in Washington, Michigan, Montana, New York, and North Dakota. In the maritime environment, since 2009, OAM has opened six new marine units on the Northern Border in New York, Ohio, Michigan, Pennsylvania, and Washington. Currently, CBP operates 29 coastal and 52 riverine vessels on the Northern Border. CBP has stationed 54 fixed-wing and rotary aircraft on the Northern Border, including two Unmanned Aircraft Systems (UAS) operating out of the Grand Forks Air Force Base in North Dakota.

With the cooperation of the Federal Aviation Administration (FAA), CBP expanded its operational airspace along the Northern Border in January of this year, allowing CBP UAS operations from the Lake-of-the-Woods region in Minnesota to the vicinity of Spokane, Washington, a distance of approximately 950 miles. UAS flight operations contribute significantly to situational awareness in areas that are difficult to reach by other operational elements, a critical capability in difficult terrain along the Northern Border.

As part of a multi-layered approach to secure America's borders, CBP has also greatly improved our technological capabilities on the Northern Border. CBP has deployed two mobile surveillance systems (MSS) to provide added radar and camera coverage in the Spokane and Detroit Sectors, and installed additional remote video surveillance systems (RVSS) in the Detroit and Buffalo Sectors, among other technologies.

CBP has also established the Operational Integration Center (OIC) located at Selfridge Air National Guard Base in Harrison Township, Michigan. The OIC is a demonstration project, involving the application of personnel and technology to enhance border security and situational awareness for CBP and its mission partners in the Detroit region, a critical area of the Northern Border. In terms of personnel, the OIC allows for a collaborative work area and communications capabilities for all components of CBP, USCG, other DHS organizations, Federal law enforcement agencies, State and local law enforcement, the RCMP, and CBSA.

The OIC brings together information feeds, including radar and camera feeds, blue force tracking, database query from databases not previously available to CBP, remote sensor inputs, RVSS and MSS feeds, and video from various POEs and tunnels. Additional information feeds such as local traffic cameras will be added in the near future. This level of personnel and technology integration serves as a model for collaboration and technology deployments in other areas of the Northern Border.

In 2005, CBP created a robust information sharing environment known as "BigPipe," which links equipped CBP aviation assets and information-sharing protocols to Federal, State, local, and Tribal law enforcement and public safety agencies to provide near-real time video and sensor data—enhancing situational awareness for officers and rescue personnel across the public safety community. BigPipe is also used by numerous Federal, State, local, and Tribal agencies during warrant presentations, controlled deliveries, search-and-rescue, and surveillance operations. Earlier this year, live video information streamed via Big Pipe was used to enable FEMA Rapid Needs Analysis (RNA) teams to quickly determine the condition of levees during the flooding that occurred in the Mississippi River Valley.

Additionally, Processing, Exploitation, and Dissemination cells have been established at the Air and Marine facilities in Riverside, California, and Grand Forks, North Dakota, to provide essential information to law enforcement across the Nation—increasing our understanding of evolving threats and providing the foundation for law enforcement entities to exercise targeted enforcement in the areas of greatest risk. This intelligence-driven approach prioritizes emerging threats, vulnerabilities, and risks, greatly enhancing our border security efforts.

Chairman Bilirakis, Representative Clarke, and distinguished Members of the committee, thank you for this opportunity to testify about the work of U.S. Customs and Border Protection and our efforts in securing our borders. I look forward to answering your questions at this time.

Mr. BILIRAKIS. Thank you, Mr. Beutlich. Appreciate it very much. Thank you.

I now recognize myself for approximately 5 minutes. My first question will go to Administrator Velasquez.

I am pleased you discussed cross-border mutual aid in your statement, and the meeting you hosted earlier this week to further negotiate—the negotiations of these mutual aid agreements in the CREMAC region, I feel they are very, very important. Could you tell us a little more about when you think the agreements will be ratified and what feedback you received from State participants?

Mr. VELASQUEZ. Well, I will have to tell you, Mr. Chairman, that the meeting was incredibly productive. The National Emergency Management Association and the Canadian Council of Emergency Management Organizations were just incredibly happy with the great, great discussions that occurred, although there was some spirited debate. But they were very pleased with the discussions that had occurred.

We are now at the stage where we have reached consensus on language for the agreement, and the next step at this time is for the respective organizations to take this agreement back to their leadership for concurrence. Then, in the days to come and, hopefully, in the weeks to come, we will move that agreement through the acceptance phase and then onward to the ratification phase.

But there are still some issues with language that they are tweaking, but we have made some significant and tremendous progress toward cross-border mutual aid among our partners in Canada. So, we are really excited about this opportunity.

Mr. BILIRAKIS. Do you think within the end of the year—by the end of the year you might have ratification?

Mr. VELASQUEZ. That is our hope.

Mr. BILIRAKIS. That is your—

Mr. VELASQUEZ. That is certainly our hope, and we are working to ensure that we can get the agreement expedited through the acceptance phase as quickly as possible. I can assure you that we will stay on top of this to ensure that if there are any other issues, we will work to address those quickly and as expeditiously as possible.

Mr. BILIRAKIS. Very good. Thank you.

Question for Admiral Parks. My colleagues along the Northern Border have extolled the benefits of the Shiprider program and the way our Coast Guardsmen are able to join with their Canadian counterparts—and you talked about this—in the Royal Canadian Mounted Police. What is your opinion of the Shiprider program, and do you think the American Government should continue to pursue this program?

What is the current status, of course, of the program? I know you talked about it. Maybe you can elaborate a little bit? What is needed to make this cooperation operational on a daily basis?

Admiral PARKS. Thank you, Mr. Chairman.

You will find few larger fans of the Shiprider program than myself.

Mr. BILIRAKIS. I kind of figured so.

Admiral PARKS. It is an incredible opportunity that, basically, in summary, erases the border as an impediment to border enforcement issues for our two countries. By that cross-designation, it is just an incredible force multiplier.

The other thing is not just the ability to be more effective from an operational sense, it is also a fiscally smart way to go because it allows us to gain benefit from sharing resources with our Canadian partners.

Currently, that is awaiting ratification in Canada. We have—while we are awaiting that, we have continued to train. We currently have 112 people trained, both 56 Canadians and 56 U.S. folks that went through training in 2010 at our law enforcement academy in Charleston, South Carolina, so that we can continue to be prepared as soon as we get approval from the Canadian government, that we can operationalize that.

We are preparing to use it. We just used it in G-20 in Toronto. It obviously was a huge success in the Vancouver Olympics and the Paralympics in 2010. So we are working very hard to be ready to operationalize that and have been meeting with our U.S. partners as well as our Canadian partners to be ready for that, sir.

Mr. BILIRAKIS. Very good. Director Beutlich, are any of your personnel participating in the program?

Mr. BEUTLICH. At this point in time, I don't believe we have any participation actively. However, we are standing by, once this first class goes through, to go ahead and participate in support. Like the admiral said, it is going to be a tremendous force multiplier.

When you consider the amount of waterways that exist in the Great Lakes and in the connecting rivers, no one force has sufficient personnel or assets to be able to accurately patrol that area. So having what Shiprider brings to the table is going to be a tremendous force multiplier for all enforcement efforts, both Canadian and U.S., along the Great Lakes and the connecting rivers.

Mr. BILIRAKIS. Thank you, sir.

Okay, Director, you mentioned in a statement that CBP recently opened the Operational Integration Center, which is important to help coordinate operations between DHS components and their State and local law enforcement partners.

Mr. BEUTLICH. Yes, sir.

Mr. BILIRAKIS. Is the OIC fully operational? Are all parts of CBP engaged in the center, and are the key local, State, and Federal agencies participating in this center?

Then, does the OIC have operational control of any resources or assets, or is it simply an information-sharing arena that depends on collaborative planning?

Mr. BEUTLICH. Sir, if I can try and touch each one of the questions?

Mr. BILIRAKIS. Yes, I can repeat the questions if you like. No problem.

Mr. BEUTLICH. The OIC is fully operational.

Mr. BILIRAKIS. Okay.

Mr. BEUTLICH. One of the keys of the OIC is it is tailorable and scalable. The component members that are there don't necessarily have to be there 24/7. If a mission need arises, the door is open in

the OIC to be able to support anything at the local, State, or Federal level.

We do have—the four main Federal partners are maintaining a presence there: Customs and Border Protection, specifically, with field operations, Office of Air and Marine, Office of Border Patrol, and the United States Coast Guard. The OIC has brought in some recent initiatives, which are aiding with the maritime aspect.

Recently, listening to some of the concerns raised by local boaters within the Great Lakes area about multiple boardings, we have leveraged some technology which ties in both the OIC and the Coast Guard Command Center to try and reduce some of those.

It is not under operational control of any of the assets. It is, as you had mentioned, sir, a more of an information-sharing capability, more of an ability to move that information quickly between the component agencies on the water both at the Federal level, as well as at the State and local level.

I think I got all of them answered.

Mr. BILIRAKIS. Very good. One more question, and then I am going to yield to Representative Clarke.

What about Watchkeeper? Describe that. Maybe, Admiral, you want to as well. Then, is it being utilized in the OIC?

Mr. BEUTLICH. I will turn that over to the admiral on Watchkeeper.

Admiral PARKS. Yes, sir. It is, in fact, being used there, and I think that if I could kind of foot-stomp what the director has just said, I think the Operation Integration Center is really—we are just scratching the surface on the potential that it demonstrates.

Our ability to use that facility and its ability to leverage the technology, it has kind of a short—a small scope right now. But its potential is much, much larger to be able to integrate that information and some day might even be able to actually, if resourced appropriately with the right kind of people there all the time, on a 24/7 basis, I think we could almost operationalize it. So it could have operational control.

I think that this demonstration project is certainly worthy of continued support. We feel completely welcome at the table, and this is, I think, a DHS success story for cross-border operational information and integration.

Mr. BILIRAKIS. Very good.

Okay, at this time, I would like to yield to Representative Clarke for as much time as he would like, but within reason.

[Laughter.]

Mr. CLARKE. Yes. Absolutely.

Again, thank you, Mr. Chairman, for giving us this opportunity.

Administrator Velasquez, appreciate your leadership with FEMA. A couple questions, just about the unique challenges facing the city of Detroit, given its position on the Northern Border. If you could describe to me what you see as the unique security challenges facing Detroit and how those challenges affect FEMA's ability to respond to an emergency and to better coordinate an effective response?

Mr. VELASQUEZ. Well, having had the responsibility, Congressman, of actually overseeing a large and complex urban area emergency management operation myself, having been the former direc-

tor of the Chicago Office of Emergency Management, I am very keenly aware of the threats that large cities face in this country.

I think it is important that we take the steps necessary, working in partnership with all of the members that make up the emergency management and homeland security enterprise, that we work together to better understand those threats that we face and that we develop plans in accordance with those threats that we face.

I think the biggest issue here is that sometimes we can find ourselves becoming a little complacent in terms of planning for those threats that we are most familiar with. But I think sometimes we have to focus our attention now on the threats that can truly stress the emergency management system of this country.

So, having a composite picture of those threats that you face is important, and the only way that you can do that is through true interoperability. What I mean by that is not interoperability, per se, from a radial perspective, but interoperability from an agency perspective, interoperability from the perspective of public safety agencies working together to develop innovative and creative ways to respond to these threats.

The threat of terrorism exists in any big city, and these are the types of threats that we have to make sure that we are focusing our attention on, in addition to those natural threats that we face. So, focusing on the natural and focusing on the man-made are critical at this juncture in our history.

Mr. CLARKE. Thank you.

Just a follow-up, it goes to the role of the Urban Areas Security Initiative funding and, as I stated in my opening remarks, that funding eligibility was threatened to be wiped out for this city and this region, which would have been totally unacceptable. It was because of the leadership of our Chairman we have garnered the supports on the Republican side that allowed my amendment to prevail in the House to at least restore that eligibility.

Could you explain to us how that funding initiative and other first responder grants can be used to help better develop the disaster response capabilities of our local police, fire, and emergency medical providers?

Mr. VELASQUEZ. Congressman Clarke, excellent question. Planning, training, and exercising is what really forms the core of our emergency preparedness efforts. I think these grant funds have and continue to be used to enhance capability, to bolster our plans, and to make sure that we are making a concerted effort to better understand the types of threats that we face and the resources that are necessary to confront those threats.

So, we can utilize these grants for a variety of reasons. We utilize them for, as I said, planning—planning for the catastrophic-type events, planning for acts of terrorism. We use them to build capacity, developing specialized teams, developing mutual aid teams, in-State mutual aid teams.

Because I think sometimes, as you mentioned earlier, we recognize the challenges associated with struggling communities' diminished and diminishing resources. So, as we receive funding, we need to come up with creative and innovative ways to utilize that

funding to create mutual aid teams, to create specialized teams, so that way we can have these readily available.

So, enhancing our readiness posture by the development of mutual aid teams and specialized teams is critical in this effort to confront the threats that we face in urban areas, and so we can use them to build capacity. Then, of course, equipment. Equipment is key.

So, looking at new and innovative solutions for interoperability from a radio perspective, or from a satellite perspective, or even from a GIS perspective, to help us identify threats, to help us with our planning efforts, and even, in some instances, predictive analysis. So, all of these areas—planning, training, and exercising—can be funded through grant monies.

Mr. CLARKE. Thank you, Administrator.

For all of the first responders who are here, I mean, we are acutely aware of the risk of an attack or an emergency that we are facing every day. A few years ago, the Christmas day bomber attempted to blow up a plane that was destined for our Detroit Metropolitan Airport.

You know, we were all concerned that our Ambassador Bridge, one of the busiest international border crossings in all of North America, could be the target of an attack. Our tunnels could be blown up. But this morning's simulated exercise of a biological attack here on Wayne State University underscores the new and evolving threat that faces us here, and that is of bioterrorism.

Now, you know, at risk of putting an idea in a terrorist's mind, which, unfortunately, they have already been thinking about this. You know, our drinking water system, it is open. It is vulnerable. Some terrorist could poison that system and kill or harm, you know, millions of us here in this region.

So we are particularly at risk here in metropolitan Detroit because of all of these assets. So, Administrator Velasquez, to whatever degree you can, I would ask you to urge the Department of Homeland Security to reconsider this sector's designation under the Urban Areas Security Initiative. We definitely warrant a Tier 1 status.

You know, just our history here. You know, it was our folks' parents and grandparents that helped this country win World War II when we built the arsenal of democracy. Over the last five decades, you know, the innovation that we have had here in this city, in this region to create the auto industry, to sell cars. It created millions of jobs all around this country. That originated right here. This is a vital region for this country's economic renewal.

So, you know, in my other role outside of this committee, I am asking Congress, let us help rebuild this city because we can renew America's economy. But in the same sense, though, we need to be protected as well in order to secure this country's economy.

So thank you for considering that. As a native east sider, I would also like to say that we have got a great facility, Samaritan Center—Father Francis was here—that I believe if it were upgraded could be designated as a Federal emergency center. I will be talking to you and other Federal officials about that.

We have a lot of resources here. One great thing—and Mr. Chairman, if you would allow me?

Mr. BILIRAKIS. No, go ahead.

Mr. CLARKE. He knows what my job is in Congress. I am not necessarily being the representative of the 13th District, I am the salesman for metro Detroit.

You know, we have been through some tough times in this region, but because of that, we are tough folks. So we are precisely the people you would want to invest in here. We can help make this region safe. We can help make this country safe. So thank you again.

To Admiral Parks, you know, your response about the value of the Shiprider program really underscores the new way of looking at the international border with Canada. It is no longer a division between the United States and Canada, but it is essentially a shared border.

How does the Coast Guard's relationship with Canadian law enforcement agencies further efforts to pursue in a sense this joint perimeter approach to security? So, essentially, maybe outside of the Shiprider concept, how does the Coast Guard's relationship with Canadian law enforcement really foster this shared border approach to security?

Admiral PARKS. Well, Congressman, the Coast Guard has got a very active role. We are, as mentioned previously, one of the charter members of the IBET, the Integrated Border Enforcement Team. We work very closely with our partner Federal and Canadian agencies to try to work on that information sharing.

We work very closely, obviously, across the border and not just in law enforcement, but the Coast Guard has a rather unique position in that we work with a number of agencies in Canada. We don't just work with our Canadian Coast Guard. That, obviously, is a very strong relationship, but we also work very closely with the Royal Canadian Mounted Police, the Canadian Border Security Agency.

We work with Transport Canada Safety and Security. We work with Environment Canada. We work with Canada's Ministry of Public Safety. We work with their defense, you know, ministry. So we have relationships with all those entities because of our Coast Guard's 11 statutory missions.

In our country, we have a lot of cross-border activity, and I think the relationship that the Coast Guard brings with our Canadian partners is really one based on trust. There is a lot of truth and a lot of transparency, and we have worked very, very closely together with them.

So, I think that that is one of the reasons we have got this relationship that is allowing Shiprider to be so successful. As we continue to leverage our relationship, we will be able to use that for other agencies inside our department and our country.

So we do that on a daily basis with our Canadian counterparts as we operate in this region. One of the things to keep in mind is this is a 1,500-mile maritime border. That is the same distance as the distance from San Diego to Brownsville.

Mr. BILIRAKIS. Amazing.

Mr. CLARKE. Thank you, Admiral Parks.

Yes. It really is. Also I just want to tell you, you have got a real tough guy here in Commander Ogden, who is our captain here. So I really appreciate the work that you are doing here in this sector.

That is a great segue to Director Beutlich. You outlined—you had actually described the over 5,000-mile Northern Border. The reason why that is so important here, that is one of the bases for having this hearing.

Because in the Department of Homeland Security, the committee oversight, our focus has been primarily on the Southern Border, you know, between Mexico and the United States, which is pretty much flat. I mean, it is a lot easier to monitor than the Northern Border, which, as you outlined, crosses mountainous terrain or it is in the middle of heavily forested area. Or right here in Detroit, it is right in the middle of a body of water. That makes it very difficult to monitor the Northern Border, compared to the Southern Border.

To what extent do you see the increased use of unmanned aircraft systems and video surveillance as a way to effectively monitor the Northern Border, such as the area right here separating Detroit from Windsor?

Mr. BEUTLICH. Well, sir, the unmanned aerial systems that we have within Customs and Border Protection, just we now have the ability to operate them on the Northern Border between Spokane, Washington, and Minnesota. That, right now, is the certificate of authorization granted by the FAA.

We have a small area that we can operate currently in the Syracuse, New York, area. We are actively working with the FAA to bridge that gap, if you might say, that is between the eastern edge of the current certificate of authorization in Minnesota down to that area in New York.

This is a very heavily air-trafficked area when you consider the amount of commercial aviation. So we are working with the FAA because of the safety concerns that we have to have for the general aviation airspace to make that happen. FAA has been fantastic with working with us over the years and going ahead and getting that.

Also coming into the mix is a manned aircraft we have at the MEA, which will be the newest aircraft to our fleet. Right now, we have five in production. They are scheduled to be delivered. As a matter of fact, the first one has been delivered to San Diego to go through operational tests and evaluation.

We are scheduled to receive one of those aircraft specifically to address the maritime issues within the Great Lakes area sometime next year. We don't have a firm date on it as yet.

But it, like the UAS, has the capability of maritime radar, as well as what is most important is the data link capability that they possess, which gives the information to the OIC as capable of giving the information to—through BigPipe to just about anybody who wishes to receive it, whether that be FEMA, whether that be the RCMP, whether that be the Ontario Provincial Police.

Mr. CLARKE. Thank you, Director Beutlich.

Just for all of you that are not involved with Congressional affairs, when we talk about yielding back time, that means we are

giving up our time back to the other Member. So, with that, I yield my time back to the Chairman.

Mr. BILIRAKIS. Thank you. Thank you.

All right. I want to thank the witnesses for their testimony, and of course, the Members—only two of us here—for the questions. With that, I dismiss the panel, and we will now move to the second panel.

Thank you very much, gentlemen. Thank you. Very informative. Appreciate it.

[Pause.]

Mr. BILIRAKIS. Let us get started with the second panel. I would like to introduce the witnesses.

Our first witness is Captain Thomas Sands. Captain Sands is commander of the Michigan State Police, Emergency Management and Homeland Security Division. As commander, he served as the Deputy State Director of Emergency Management and Homeland Security.

Captain Sands chairs the Michigan Homeland Security Advisory Council, the Homeland Security Preparedness Committee, and the Michigan Citizen Community Emergency Response Coordinating Council. He received a bachelor's degree in public administration from Central Michigan University and is a graduate of the 211th session of the FBI National Academy in Quantico—I may have mispronounced that, and I apologize—Virginia.

Our next witness is Mr. Donald Austin. Mr. Austin is the commissioner of the Detroit Fire Department. Prior to coming to Detroit, Commissioner Austin served nearly 30 years in the Los Angeles Fire Department. During his tenure in the LAFD, he rose from training academy peer instructor to assistant chief.

During this time, he worked as the homeland security assistant chief for Los Angeles International Airport and enhanced the maritime domain awareness in the Port of Los Angeles as the harbor homeland security assistant chief. He retired in February 2011 and moved to Detroit to serve here as the fire commissioner.

Commissioner Austin earned his bachelor's degree in business administration from California State University, Dominguez Hills and during this time served as a member of the California National Guard.

After Commissioner Austin, we will hear from Mr. Daryl Lundy. But I want to say, and I know that Hansen is going to say this, too. The commissioner is from Detroit.

Mr. CLARKE. That is right.

Mr. BILIRAKIS. He is from Detroit. He is a native. East Detroit?

Mr. CLARKE. East side.

Mr. BILIRAKIS. East side. East side. Okay. All right. That is important.

Mr. Lundy, we will hear from him next. He is the director for homeland security and emergency management for the city of Detroit, Michigan. Prior to his appointment as director, Mr. Lundy was a colonel in the United States Army Military Police, where he served as director of military support to civil authorities, Department of Military and Veterans Affairs for the State of Michigan—something close to my heart.

In his position, he was responsible for State security plans concerning natural disasters, weapons of mass destruction, National security special events, and military support for civil disturbance. Prior to his last assignment, he served as an inspector general for Army and Air Force personnel for the State of Michigan.

Director Lundy received his bachelor's of science in sociology and criminal justice from Western Michigan University and is a graduate of the U.S. Army Command and General Staff College. Welcome, sir.

Finally, we will receive testimony from Mr. James Buford. Mr. Buford is director of Wayne County Homeland Security. Previously, Director Buford was a member of the Wayne County Sheriff's Department for 21 years, where he was assigned to the Sheriff's Road Patrol.

He was promoted through the ranks from certified police officer to commander. Mr. Buford has received two departmental citations, three unit citations, and the community service citation for his service.

Director Buford retired from the United States Army Reserves in 1989. He received his bachelor's degree from Wayne State University, and his master's degree from Eastern Michigan University.

Welcome all, and we look forward to your testimony.

Captain Sands, you are recognized for approximately 5 minutes. We are going to have to try to stick to the 5-minute rule here. But you are recognized, sir, to testify. Thank you for being here.

STATEMENT OF CAPTAIN W. THOMAS SANDS, DEPUTY STATE DIRECTOR, DIVISION OF EMERGENCY MANAGEMENT AND HOMELAND SECURITY

Captain SANDS. Thank you.

Good morning, Chairman Bilirakis and Representative Clarke. Thank you for the opportunity to appear before you today on behalf of the State of Michigan and the Michigan State Police Emergency Management and Homeland Security Division.

It is a privilege to be here to discuss the State of Michigan's efforts to secure our Northern Border and international waterways in coordination with our partners from local units of government and Federal agencies. I would like to begin by providing an overview of Michigan's homeland security framework and the role of Michigan State Police in protecting our citizens from all hazards, both natural and man-made.

Michigan's unique geography, resources, and critical infrastructure are vital to the Great Lakes region and the country. With 721 miles of shared international border with Canada, Michigan serves as our Nation's principal gateway for international commerce and trade.

The State of Michigan has built an extensive homeland security structure to safeguard Michigan's residents and resources by ensuring the necessary plans, procedures, systems, and protocols are established before an emergency occurs.

I would ask that my written testimony be entered into the record so I may provide just a brief overview of that testimony.

Mr. BILIRAKIS. So ordered. Thank you, sir.

Captain SANDS. In Michigan, I am quite proud we have a very inclusive and transparent system for organizing and structuring our homeland security efforts. It starts with the input and participation from the local level up. It starts with local planning teams, which is built primarily by first responders, moves up to the regional board, which they report to—those regional boards coordinate many efforts across the State and provide input up to us at the State through the Homeland Security Advisory Committee and other committees, ultimately to the Homeland Protection Board in an advisory nature to the Governor.

We have what I believe is a National best practice on our homeland security strategies. It is built on the age-old premise that all disasters happen locally.

We assisted the regions in building their regional strategies. Went out, they did a self-assessment on 37 target capabilities, their ability to respond to different incidents, put that up against their ability to respond in other—or many areas, and ultimately built goals with objectives to fill those critical gaps that they personally identified. We tie all the homeland security funding to those.

We then took the regional strategies and built our State strategy. So our role at the State is to help coordinate the resources and response, provide whatever assistance that the locals need. We, again, at the State level tie all our funding to fulfilling those goals and objectives.

We have made tremendous progress over the last several years, and I would just like to talk to you about a couple of current initiatives that we have on-going right now. A primary one is in the area of information-sharing environment.

We have the Michigan Intelligence Operations Center, which is the State's primary fusion center, as well as we have helped support the UASI region here with standing up the Detroit and Southeast Michigan Intelligence Information Center. These two centers help gather and share information locally, across the State, and nationally through the National Operations Center.

We have a very close working relationship with our Federal partners in the fusion center as the State Department of Homeland Security, State intelligence officer. We have the FBI. We have a number of other Federal agencies, as well as State departments and local agencies as part of those centers.

A big part of those fusion centers is communicating with the private sector. With 80 percent of the critical infrastructure owned by the private sector, it is imperative that we are communicating to them on threats and also gathering information from them to share with their counterparts. We have a 24/7 operation there. It has been very successful in coordinating these initiatives.

In the area of collaboration, we do a tremendous amount of collaboration. You heard earlier this morning from the Customs and Border Patrol on their Operation Integration Center. That is a tremendous asset to the State of Michigan. I believe it is going to pay significant dividends.

We have been working closely with them and coordinating resources. I have a staff working on a camera project, which will allow us in the State emergency operations center, in the MIOC, and in the DSEMIIC to view some of the camera feeds they have.

In return, we have a number of cameras throughout the UASI area here, as well as across the State, that we are tying the technology in so that they will be able to view those cameras as well.

You heard from the Coast Guard about Operation Channel Watch, a tremendous initiative there. We participate with our aviation section, dive teams, and other specialty teams to help secure that border. A big part of that is the information sharing as well, passing out information to boaters, help get information from the public on things that they may deem suspicious that is coming across the waterways.

We have a very close working relationship with FEMA, a number of initiatives underway. They have been tremendous supporters in improving emergency management here in Michigan.

You also heard about the project going on with Canada. For several years, I have participated in the North American Mutual Aid Working Group to help establish not only a mutual aid agreement with Ontario, but hoping to carry that across the entire Northern Border.

I share the comments from Mr. Velasquez here this morning. It was a very productive meeting, and I am very optimistic that we are going to see success on that.

In the area of communications, interoperability with our radio systems always has been a challenge, and anything that goes wrong in a disaster oftentimes comes back to those communication issues. I have on my staff a full-time State-wide interoperability coordinator to work with the locals, working to help support and improve operability across the State.

There has been some grant funding that has come into the State through Wayne County through DHS Border Interoperability Demonstration Project to help some of the issues there. We do, at the State level, have several radio caches. So if we do have a significant incident, we can help with those.

In closing, I would just like to again thank you for having me here today.

[The statement of Captain Sands follows:]

PREPARED STATEMENT OF W. THOMAS SANDS

OCTOBER 28, 2011

Good morning Chairman Bilirakis, Ranking Member Richardson, and distinguished Members of the House Subcommittee on Emergency Preparedness, Response, and Communications. Thank you for the opportunity to appear before you today on behalf of the State of Michigan and the Michigan State Police, Emergency Management and Homeland Security Division (MSP/EMHSD). It is a privilege to be here today to discuss the State of Michigan's efforts to secure our Northern Border and international waterways in coordination with our partners from local units of government and Federal agencies.

I would like to begin by providing an overview of Michigan's homeland security framework and the role of the Michigan State Police in protecting our citizens from all hazards, both natural and man-made. Michigan's unique geography, resources, and critical infrastructure are vital to the Great Lakes Region and the country. With 721 miles of shared international border with Canada, Michigan serves as our Nation's principal gateway for international commerce and trade.

MICHIGAN'S HOMELAND SECURITY FRAMEWORK

The State of Michigan has built an extensive homeland security structure to safeguard Michigan's residents and resources by ensuring the necessary plans, procedures, systems, and protocols are established before an emergency occurs. The re-

sponsibility of Michigan's homeland security response activities and initiatives rests with the director of the Michigan State Police (MSP), who serves as the State Director of Emergency Management and Homeland Security.

As the commander of the MSP Emergency Management and Homeland Security Division, I hold the position of Deputy State Director of Emergency Management and Homeland Security with the responsibility of coordinating the State's day-to-day activities for all emergencies and disasters. The MSP/EMHSD focuses on a number of areas including strategic planning, intelligence gathering, information sharing, critical infrastructure protection, citizen preparedness, and Federal homeland security grant programs.

Michigan's homeland security framework is based on a collaborative effort among all local, State, and Federal agencies working together to protect Michigan's residents, resources, and Northern Border. To ensure a coordinated homeland security approach, the State of Michigan implemented an enhanced 5-year State-wide Homeland Security Strategy in 2009 integrating the State's collective efforts in accordance with a strategic vision to complement and unite the capabilities of all partners. With the understanding that all disasters begin as local events, the State-wide homeland security strategy focuses on local priorities developed by the State's seven regions.

Michigan's border crossings, manufacturing centers, corporate and government buildings, waterways, and technology networks all present attractive targets for terrorists and criminals. To secure the safety of Michigan's assets, the State-wide Homeland Security Strategy focuses on eight strategic goals, including improving operational readiness, enhancing intelligence and information sharing, reducing the risk to critical infrastructure and key resources including international interdependencies, and strengthening communications capabilities.

Today, I will discuss several initiatives underway in the State of Michigan to bolster the security of our Northern Border in partnership with local, State, and Federal agencies.

INFORMATION SHARING

The State of Michigan has worked extensively to develop a collaborative environment and culture of sharing information among all Government agencies, law enforcement, private sector members, and the public.

One of our key means of sharing information is through Michigan's primary fusion center, called the Michigan Intelligence Operations Center for Homeland Security, known as the MIOC. Operational since 2007, the MIOC was established to build upon existing information-sharing practices and to enhance relationships between law enforcement agencies. Housed within the MSP, the MIOC operates 24/7 providing a critical link to all Government and law enforcement agencies, as well as the private sector in sharing critical information as it pertains to all crimes, all threats, and all hazards. The MIOC is one of 72 Federally-recognized fusion centers Nation-wide to effectively exchange information and intelligence, and improve the ability to fight crime and terrorism by maximizing resources and streamlining operations.

The MIOC is a cooperative effort among all levels of government and the private sector, including the following agencies working within the facility: Michigan Departments of State Police (MSP), Corrections (MDOC), Military and Veteran Affairs (DMVA), Technology, Management & Budget (DTMB), and Transportation (MDOT), as well as the Michigan National Guard, Federal Bureau of Investigation (FBI), U.S. Coast Guard, U.S. Customs & Border Protection (CBP), U.S. Department of Homeland Security (DHS), Transportation Security Administration (TSA), and Michigan State University Police Department.

The MIOC works extensively with public and private sector partners in Michigan, the United States, and Canada to gather and share intelligence to help prevent acts of terrorism or crime from occurring in our country and across the Northern Border. Through sharing information, the MIOC is able to help identify trends occurring across the Northern Border, such as organized crime, narcotics smuggling, or human trafficking, which can then be shared with law enforcement agencies in the United States and Canada.

A key nexus of information sharing takes place among the many jurisdictions and agencies located in Southeast Michigan, which is designated as a Tier II Urban Areas Security Initiative (UASI) by DHS. Over the past several months, the State of Michigan has worked in partnership with members of the UASI Board to begin standing up a fusion center, called the Detroit Southeast Michigan Information and Intelligence Center (DSEMIIC). The DSEMIIC serves as a node of the MIOC to help streamline the flow of information sharing in Southeast Michigan and State-wide.

COLLABORATING RESOURCES

In March 2011, Michigan's capabilities to secure the Northern Border were significantly enhanced by the opening of the CBP Operational Integration Center (OIC) located at the Selfridge Air National Guard Base in Michigan. The MSP and MIOC are building a strong partnership with the OIC to protect Michigan's Northern Border.

We are currently in the process of developing infrastructure to provide the OIC, MIOC, DSEMIIC, and State Emergency Operations Center (SEOC) with the capability to share data, videos, and maps among all facilities. This capability will better enable Michigan to provide timely and actionable intelligence to enhance our border integrity and to direct operations in an efficient and effective manner. Through our partnership with the OIC, Michigan is able to further protect our Northern Border by integrating law enforcement and intelligence resources into one common operating picture, thus maximizing the effectiveness of our combined efforts.

Our department strives to work in partnership with our fellow public safety agencies to join resources and intelligence assets through collaboration and interagency consortiums. For example, since 2010 the MSP Aviation Unit has supported the CBP with patrolling the international border in Southeast Michigan. The primary mission for MSP aviation is observing and tracking activities along the border that may be a violation at international crossings, waterways, or critical infrastructure sites. This partnership strengthens the security of Michigan's Northern Border and enhances the response capabilities of local, State, and Federal resources along the border.

Recognizing the importance of patrolling and securing our shared international waterways, the MSP and additional State agencies actively participate in Operation Channel Watch led by the U.S. Coast Guard (USCG), which is designed to gather intelligence and intercept illegal activity associated with the international border. Operation Channel Watch brings together law enforcement officers from local, State, and Federal agencies to carry out joint patrols along shared waterways between Michigan and Canada to improve interoperability, maximize public service, and promote sharing of resources and collaborative intelligence gathering. The MSP also serves as a member of the Area Maritime Security Committee (AMSC) to help identify and mitigate any threats against Michigan's ports.

The MSP maintains a continuing presence in several other interagency consortiums, including the Integrated Border Enforcement Team (IBET) formed in 2002, which is a joint bi-national law enforcement team involving agencies from both the United States and Canada. The team analyzes and responds to information gathered from a collection of border agencies pertaining to illegal cross-border activity.

ENHANCING BORDER CAPABILITIES

Since the attacks against our Nation on Sept. 11, 2001, Michigan has enhanced its capabilities and resources to protect citizens against threats along and across the Northern Border in large part through Federal grant funding.

Since fiscal year 2008, Michigan's law enforcement capabilities have been significantly bolstered along the Northern Border with the award of nearly \$10.5 million under the DHS Operation Stonegarden Grant Program (OPSG). Michigan and other Northern Border States were incorporated into the OPSG program for the first time in 2008, which enabled the Michigan counties of Chippewa, St. Clair, and Wayne to purchase equipment and increase law enforcement patrols along their shared land border with Canada. Since the OPSG program was expanded in 2009 to include international water and shared land borders of the United States, 24 counties in Michigan are now eligible to receive OPSG funding.

With the availability of OPSG funding, Michigan's Northern Border is better secured by providing law enforcement agencies with the means to put more boots on the ground by covering overtime costs and to purchase essential equipment needed to patrol the border. For example, OPSG funding was used to purchase a communications tower in Chippewa County located in Michigan's Upper Peninsula, which greatly enhanced the ability of law enforcement to secure the border as they encountered illegal border crossings and previously had limited capabilities to communicate in the area.

As evident during the September 11 attacks, one of the biggest challenges first responders often face is difficulty communicating with one another due to different communication systems or a lack of infrastructure. Over the past decade, Michigan has greatly expanded the ability for public safety personnel to communicate during an incident, share critical information in a timely manner, and leverage all available resources in an efficient and effective manner. While it is critical for Michigan first responders to have the ability to communicate with one another, we also recognize

the importance of facilitating communications between Michigan, neighboring States, and Canada. Because when a disaster strikes, it ignores geographical boundaries affecting communities from different jurisdictions, States, and countries.

A project is currently underway enhancing interoperable communications among local, State, Federal, Tribal, and international partners through the award of \$4 million to Wayne County as a part of the DHS Border Interoperability Demonstration Project (BIDP). With the use of BIDP funding, the necessary infrastructure and equipment is being purchased creating a gateway connecting the Michigan and Canadian public safety communications systems. This project will improve communications for emergency personnel responding to incidents along the international border and ports of entry between Canada, Southeast Michigan, and Sault Ste. Marie. Michigan serves as a key hub for international trade along the Northern Border with transportation infrastructure including three international bridges, three tunnels, and multiple vehicle ferries.

The MSP Commercial Vehicle Enforcement Division (CVED) has worked extensively to secure Michigan's Northern Border by promoting commercial vehicle safety enforcement measures, including conducting security visits on bulk hazardous materials carriers in Michigan. Since 2004, the CVED has received nearly \$7.6 million in funding from the U.S. Department of Transportation to enhance commercial motor vehicle security at Michigan's international border crossings. Using Federal funding, our department has expanded commercial vehicle enforcement efforts at the Ambassador Bridge in Detroit, the Blue Water Bridge in Port Huron, the Detroit-Windsor Truck Ferry, the International Bridge in Sault Ste. Marie, and the tunnel connecting Detroit and Windsor.

PROACTIVE MEASURES

Events like the 2009 Christmas day airplane bombing in Detroit are a reminder that a terrorist attack in Michigan and across our Northern Border is a realistic threat we must be prepared for. I am pleased to share with you today that Michigan has taken several proactive steps in partnership with local and Federal agencies to secure our Northern Border and prepare for all potential threats.

Multiple times each year, local, State, Federal, and international partners participate in drills and exercises conducted along the Northern Border to test emergency plans, enhance security measures, and ensure a coordinated response during an incident. For example, an exercise tested the response to an improvised explosive device (IED) at the Soo Locks along Lake Superior requiring a response from the bomb squads with the Michigan State Police and the Sault Ste. Marie Ontario Police Department. This past August, an exercise was held along the Detroit River involving nearly 30 agencies from the United States and Canada to test a multi-jurisdictional and multi-agency response to an explosion and subsequent oil spill in international waters.

Many emergencies not only require a coordinated response, they also frequently require additional resources to be brought in as the affected jurisdiction's capabilities are exceeded. This is why Michigan is taking proactive measures to form an international mutual aid agreement with our Canadian partners.

A few months ago, I had the opportunity to participate in a cross-border mutual aid executive seminar in Port Huron, Michigan with participants representing all levels of government and the private sector from the United States and Canada. Throughout the seminar, we discussed opportunities to collaborate resources and planning initiatives across the border, challenges associated with international mutual aid including legal concerns, as well as potential next steps toward solidifying a cross-border mutual aid agreement.

Initiatives are also underway at the National level to make a cross-border mutual aid agreement a reality for Michigan and other States. For example, I serve as a member of the North American Mutual Aid Work Group with the National Emergency Management Association (NEMA), which is making significant progress in establishing the framework for a cross-border mutual aid agreement. This past week, I attended a meeting in Chicago hosted by the Federal Emergency Management Agency (FEMA) Region V Office that brought together representatives from several States and Canada to discuss the next steps in establishing an international mutual aid agreement.

While there is still work to be done, I am confident by the progress we have made thus far and I look forward to further developing our capabilities in partnership with Canada to prevent, deter, respond to, and recover from all hazards.

CLOSING

Protecting Michigan's border and citizens requires a proactive and coordinated approach from local, State, Federal, Tribal, and international partners. As portrayed by the many initiatives I shared today, the State of Michigan works in close partnership with all levels of government and seeks new avenues to ensure the security of our border and safety of our citizens. Thank you again for the opportunity to testify today and I look forward to any questions you may have.

Mr. BILIRAKIS. Thank you, sir. Appreciate it. Thank you very much.

Commissioner Austin, you are recognized for 5 minutes. Thank you, sir.

**STATEMENT OF DONALD R. AUSTIN, ADMINISTRATION
DIVISION, FIRE DEPARTMENT, CITY OF DETROIT**

Mr. AUSTIN. Thank you.

Chairman Bilirakis, Congressman Hansen Clarke, I want to thank you for the opportunity to make a presentation to you about the great city of Detroit and its fire department.

Again, I am the fire commissioner of Detroit City Fire Department. I have been on the job 158 days as of today and look forward to moving this agency into an all-hazard response organization.

My background in the fire service over the last 30 years began in the Los Angeles Fire Department, where, as you indicated, I rose to the rank of assistant chief. I have a background, in addition to the main fire service discipline of fire fighting and delivering EMS services, in the aviation and maritime domain, working in that area doing homeland security.

In my 30 years, I have been involved in large-scale and major emergencies from wild land fires, earthquakes, multi-casualty incidents, civil unrest, aircraft accidents, and maritime emergency exercises. In addition to that, I have been an EMT.

I am a student of the National Response Framework and the National Incident Management System. I have operated as a unified incident commander, agency representative, and many other positions in the incident command structure. I have worked with many fire departments in the United States as a promotional exam panelist participant and consulted internationally by providing aircraft rescue firefighting assessment capabilities for the El Dorado Nuevo Airport in Bogota, Colombia.

The main thrust of my testimony, however, before this committee is to highlight the needs to support grant funding to increase organizational capability and preparedness. This is extremely important because of the fiscal challenges facing the city of Detroit today.

Detroit, as you know, is an important transportation hub. It has three international border crossings—the Ambassador Bridge, Detroit-Windsor Tunnel, and the Michigan Central Railway Tunnel, linking both Detroit and Windsor, Canada.

The Ambassador Bridge is the single-busiest border crossing in North America, carrying approximately 27 percent of the total trade between the United States and Canada. The Detroit/Wayne County Port Authority imported and exported over 17 million tons of cargo. This accounted for over 5,800 jobs directly, 4,500 jobs indirectly, and over \$200 million in State and local taxes. Additionally, \$164 million of business revenue.

The Detroit River is the southern border of the city, and its interruption could impact the economy regionally. Detroit River represents an international border between the United States and Canada. It is 32 miles long, over 29 ports, and only 618 nautical miles from the Atlantic Ocean via the St. Lawrence Seaway.

Eighty percent of the goods that come into the United States come in through a port. Ports are very vital to this economy. My city, Detroit, although struggling during these fiscally difficult times, is on a path of rebirth. The city of Detroit is winning efforts to lure the region's growth companies downtown with business tax incentives, entertainment in the international riverfront, and repopulating their inner city by moving residents downtown.

In addition, we have world headquarters, GM, which is a major defense contractor, world headquarters for Compuware, Quicken Loans. Recently, Blue Cross Blue Shield has moved over 5,000 employees into downtown Detroit. We are on the rise again. Additionally, there are two Fortune 500 companies, American Axle and Manufacturing and DTE Energy.

While these are very positive signs of Detroit turning the corner, many difficult days lie ahead. The population declined by 25 percent, or 200,000 residents, in the last 10 years, leaving many vacant and abandoned structures to contend with. Seventy percent of the fire incidents occur in vacant abandoned dwellings.

Mayor Bing is working feverishly to overcome the structural deficit and return the city to financial health. The department, under my leadership, is working hard to remake itself into an organization that can meet the challenges of a new Detroit and the threats that have become a reality of the 21st Century.

The Detroit Fire Department has about 1,400 personnel, 985 firefighters, over 240 EMS technicians. We deploy only 236 firefighters on any given day across 44 fire stations and respond to over 30,000 fire calls annually and 130,000 EMS calls. In addition to the traditional fire service disciplines, we provide hazardous materials, urban search and rescue, and a limited maritime and aviation domain capability.

Speaking to the maritime domain capability, the fire department has one fire boat, the Curtis Randolph, built in 1979. It is a Class-A fire boat, the only fire boat on the Detroit River and in southern Michigan—southeastern Michigan, I am sorry, with a pumping capability of over 10,000 gallons per minute.

I am going to review very quickly three incidents that occurred since 1999. February 2, 1999, the Curtis Randolph responded to a boiler explosion and fire at the Ford Motor Company Rouge power plant. That accident killed 6 workers and injured 14. Our fire boat pumped water to keep that operation going for over 90 days.

During that time frame, there was a fire, and the Curtis Randolph is the only fire boat ever to fight a fire on foreign shores. Windsor, Canada, officials called on the Curtis Randolph in April 1999 to assist in extinguishing a fire of a hotel on the Windsor riverfront. The fire boat did respond at then-Mayor Archer's request and assisted in that extinguishment.

Additionally, and last, as an example, in August 2003, as you recall that there was a major power outage in the Northeast quadrant of the country. The United States Steel production operations

were impacted. Their blast furnaces require water to keep them operational.

The Curtis Randolph again responded and pumped water to assist in them continuing their operations. Again, if either of those would have shut down, that would have been a severe impact—jobs lost or people laid off, not getting checks.

I am going to move to some efforts quickly here.

Mr. BILIRAKIS. So, yes, we have got to wrap up. So—

Mr. AUSTIN. Okay.

Mr. BILIRAKIS. If you can do it in a minute, that would be great.

Mr. AUSTIN. In a minute. We are reaching out here within Detroit to partner with our neighbor fire agencies. There are over 1,000 fire departments. Many are volunteer fire departments, which make it a challenge.

But we have relationships with the United States Coast Guard, the 51st Weapons of Mass Destruction Civil Support Team, United States Customs, and so forth and so on. So, with that, I would like to say that we look forward and I welcome the opportunity to make any additional comments and answer any questions you may have.

[The statement of Mr. Austin follows:]

PREPARED STATEMENT OF DONALD R. AUSTIN

OCTOBER 28, 2011

My name is Donald R. Austin. I am the executive fire commissioner of the Detroit Fire Department. I have been on the job 158 days as of today and look forward to making this Department an “all hazards” response organization.

My background in the fire service began over 30 years ago in the Los Angeles Fire Department. I rose to the rank of Assistant Chief in the Los Angeles Fire Department and have a background in the aviation and maritime domain as well as the traditional fire service discipline. In that capacity, I have been involved in large-scale emergencies from wild land fires, earthquakes, multi-casualty incidents, civil unrest, simulated aircraft accidents, and maritime emergency exercises. In addition to being a fire fighter, I was an emergency medical technician most of my fire service career.

I am a student of the National Response Framework and the National Incident Management System (NIMS). I have operated as a unified incident commander, agency representative, and in many other incident command positions. I am certified in ICS 100, 200, 300, 400, 700, and 800 and have taken additional NIMS courses in the course of my fire service career. I have worked with many fire departments in the United States as a promotional examination panel participant, and consulted internationally by providing an Aircraft Rescue and Fire Fighting capability assessment for the El Dorado Nuevo Airport in Bogotá, Columbia. I bring this fire service experience to the Detroit Fire Department and the city of Detroit at the Honorable Mayor Dave Bing’s request.

The main thrust of my testimony before this committee is to highlight the need for support of grant funding to increase organizational capability and preparedness. This is extremely important because of the fiscal challenges facing the city and region. Our ability to manage day-to-day fire and emergency medical incidents within our allotted budget is becoming more difficult. We are currently projecting a \$14 million deficit at the close of this fiscal year. This lack of funding will inherently reduce the level of service on a daily basis and make it more difficult to respond to incidents of National significance.

The city of Detroit located in southeastern Michigan is a city of over 700,000 residents with an area of 139 square miles. Detroit completely encircles the cities of Hamtramck and Highland Park. The Detroit Tri-County area of Wayne, Oakland, and Macomb counties has a population of 3,863,000, as of the 2010 census, with an area of 1,967 square miles. Detroit is the largest city in the State of Michigan and the seat of Wayne County. Detroit has three of the four major league professional sports teams located in downtown. Detroit is known by many nicknames to include Arsenal of Democracy, the Motor City, Motown, and America’s Automotive Capital to name a few.

Detroit is an important transportation hub. It has three international border crossings, the Ambassador Bridge, Detroit-Windsor Tunnel, and the Michigan Central Railway Tunnel, linking Detroit to Windsor, Ontario. The Ambassador Bridge is the single-busiest border crossing in North America, carrying 27% of the total trade between the United States and Canada.

The Detroit Wayne County Port Authority imported and exported over 17 million tons of cargo. In 2005 this accounted for 5,851 direct jobs and 4,505 indirect jobs; \$201,629,000 in State and local taxes and business revenue in excess of \$164 million. The Detroit River is the southern border of the city and also represents an international border between the United States and Canada. The Detroit River is a 32-mile-long river with over 29 port terminals. Detroit is 618 nautical miles inland from the Atlantic Ocean via the Saint Lawrence Seaway.

My city, although still struggling during these fiscally difficult times, is on a path of rebirth. The city of Detroit is winning efforts to lure the region's growth companies downtown with business tax incentives, entertainment, an International Riverfront, and repopulating the inner city with residents living downtown. The world headquarters of Compuware (over 2,500 employees), Quicken Loans (over 4,000 employees), and General Motors (over 4,600 employees) are located in downtown Detroit. Additionally, Fortune 500 companies like American Axle & Manufacturing and DTE Energy are located in Detroit. Blue Cross recently completed a move into downtown relocating upwards of 5,000 employees.

While these are very positive signs of Detroit turning the corner, many difficult days lay ahead. The population declined by 25% or 200,000 in the last 10 years. This has left many vacant/abandoned structures to contend with. The number of vacant/abandoned structures is said to be as high as 80,000. In fact, the last line of duty death involving fire fighter Walter Harris occurred in a vacant single-family dwelling after two previous fires. Seventy percent of the fire incidents occur in vacant/abandoned structures.

The severe population decline not only left many vacant structures in the city, it represents an erosion of the property tax base, reduced city income tax, and State revenue-sharing necessary to provide the level of services for a new Detroit. However, it remains a fact that public safety services, fire, EMS, and law enforcement constitute more than 50% of the city's general fund expenditures, which exceeds \$1 billion dollars.

Mayor Bing is working feverishly to overcome a structural deficit and return the city to financial health. Mayor Bing's personal commitment is illustrated in the fact that he has accepted a salary of \$1 a year. The Fire Department under my leadership is working hard to remake itself into an organization that can meet the challenges of a new Detroit and the threats that have become the reality of the 21st Century. We are diligently working to become fully NIMS-compliant and, our members are currently enrolled in FEMA on-line NIMS training for ICS 100, 200, 700, and 800 courses.

The Detroit Fire Department has 1,400 personnel and approximately 985 fire fighters and 240 emergency medical personnel. We deploy 236 fire fighters in 44 fire stations across the city and respond to over 30,000 fire calls and 130,000 EMS calls for service annually. In addition to the traditional fire service, we provide hazardous materials, urban search and rescue, a limited maritime and aviation domain capability.

The average age of the fire station buildings is 81 years old with the oldest active fire station being 118 years old. This represents a significant draw on a budget of \$186,400,000 of which 95% is salaries and benefits. The average age of my fire fighters is 43½ years, which result in a pretty significant injury rate and negatively impacts my overtime budget. The 21 ambulances have an average of 149,000 miles and break down frequently. The logistical support staff which maintains fire and EMS apparatus is equally challenged and has a difficult time doing preventive maintenance.

The Fire Department has one fire boat; the Curtis Randolph built in 1979. It is the only Class A fire boat on the Detroit River and in Southeastern Michigan with a pumping capacity of 10,000 gallons per minute. The response district for the Curtis Randolph is Windmill Pointe at the mouth of Lake St. Clair south to the Trenton Turning Basin. The fire boat will be taken out of service on November 1, 2011, and returned to service in June 2012.

On February 2, 1999, the Curtis Randolph responded to a boiler explosion and fire at the Ford Motor Company, Rouge Power Plant. This fire killed 6 and injured 14 workers. The fire boat supplied water for approximately 3 months while repairs to the plant were made. Our response allowed operations to continue relatively uninterrupted.

The Curtis Randolph is the only U.S. fire boat to ever fight a fire on foreign shores. Windsor, Canada officials called on the Curtis Randolph in April 1999 to assist in extinguishing a fire at the riverside Ramada Inn. Mayor Dennis Archer called the fire boat from the Rouge Power Plant incident to the Windsor hotel fire.

The northeast electrical power outage of August 2003 threatened United States Steel production operations. The blast furnaces used in the process required water to keep them operational. The Curtis Randolph was placed into fire service to assist with supplying river water to the plant. This incident required the fire boat to pump river water to keep its blast furnaces operational during the several days of the electrical grid outage.

VULNERABILITIES TO HOMELAND SECURITY AND EMERGENCY PREPAREDNESS, RESPONSE, AND COMMUNICATIONS

In addition to providing an emergency response capability to the residents of Detroit, Detroit being situated on an international water border should have maritime capabilities to respond to threats to security and natural disasters that could impact the continuity of operations of businesses and the city.

The Detroit Fire Department is not especially situated to respond to a mass casualty scenario. This is an identified weakness in our "all hazards" capability, which sooner than later must be addressed.

Below are some identified critical infrastructure and disaster scenarios in the Detroit area that would require a response by the Detroit Fire Department.

Infrastructure	Incident Type	Consequence
Renaissance Center	Fire ¹ VBIED ² CBRNE	Approximately 13,000 occupants; GM World Headquarters; GM is a major defense contractor; tallest hotel in the United States and Michigan's tallest building.
Electrical Grid	Fires	Failure of city water main pressure could occur and negatively impact downtown.
Water Main Failure	Fires	Major outage could severely impact downtown high-rise infrastructure.
Hart Plaza and the Detroit Riverfront.	Multi-casualty	Depending on the number of simultaneous events could attract more than 1 million visitors.
Detroit River	Oil Spill	Damage to the environment and ecosystem.
Maritime Commerce	Vessel Fire Loss of propulsion	Blockage of the river.
Bridges and Tunnels	Terrorist Attack	Collapse.
Sports Stadiums	VBIED CBRNE	Ford Field capacity is 65,000; Comerica 40,000; Joe Louis 20,000.
North American International Auto Show.	Multi-casualty	High-media coverage; patient-generating event.

¹ Vehicle Borne Improvised Explosive Device.

² Chemical, Biological, Radiological, Nuclear, and Explosive.

EFFORTS TO SHORE UP VULNERABILITIES

Since the beginning of my tenure as the Executive Fire Commissioner, I have been actively seeking to expand this organization's relationship with area fire departments by becoming a member of the Southeastern Michigan Fire Chiefs Association. The Detroit Fire Department has reached out to Southfield, Warren, Dearborn, Highland Park, and Hamtramck Fire Department seeking to enter into a Mutual

Aid agreement for reciprocity of fire and rescue services. We did not enter into an agreement relative to emergency medical incidents because our EMS resources are strained on a daily basis and our fire fighters are not EMT-trained. However, it is my goal to move the organization in this direction. Eighty-five percent of the workload in the United States fire service is delivering emergency medical services to the communities they serve.

We have a relationship with many agencies such as:

- US Coast Guard Sector Detroit, Commander Jeffrey E. Ogden, Captain of the Port;
- 51st Weapons of Mass Destruction Civil Support Team;
- City of Windsor Fire and Rescue Services, Fire Chief Bruce Montone;
- U.S. Customs and Border Protection, Detroit Sector;
- Michigan Urban Search and Rescue Task Force 1;
- Hart Medical EMS Services—A Private Ambulance Company;
- Detroit Emergency Medical Service Authority;
- Detroit Medical Center;
- Detroit/Wayne County Port Authority, John Jamian, Executive Director.

The Department is also considering joining the Michigan Emergency Management Assistance Compact (MEMAC). MEMAC is designed to help Michigan's 1,776 local political subdivisions share vital public safety services and resources more effectively and efficiently. Neither the State nor any local jurisdiction can afford to acquire and maintain all the manpower, equipment, and other resources that would be necessary to respond to every possible emergency or major disaster, especially terrorist acts involving chemical, biological, or nuclear weapons of mass destruction.

Since my appointment as Executive Fire Commissioner, the Department participated in the "Detroit River Readiness 2011" full-scale exercise. More than 65 U.S. and Canadian Federal, State, and local emergency response partner agencies took part in a full-scale, cross-border security, mass rescue and oil spill response exercise, on Aug. 23 and 24 along the Detroit River Corridor from Trenton north in the river to Detroit and Windsor.

The Fire Department also works collaboratively with private ambulance services to support large-scale downtown events such as the fireworks display during River Days, and other downtown public events.

Through the leadership of Mayor Bing one public safety headquarters is being built to house the Fire and Police Departments, Homeland Security, and elements of the Michigan State Police. The co-locating of these public safety agencies will improve inter-relationship, coordination, and unified command operations, which will improve our ability to manage an "all-risk" emergency incident.

The Detroit Fire Department submitted grants for equipment and apparatus under the Assistant to Fire Fighter Grant Program (AFG). The primary goal of the AFG is to meet the emergency response needs of fire departments and emergency medical service organizations. There was over \$404,000,000 available in grant funds for 2011. Items requested by the Detroit Fire Department include:

- 3 Pumper/Engine: \$1,500,000;
- 1 Ladder Truck: \$750,000;
- 977 Personal Protective Equipment: \$2,071,240;
- 100 Automatic External Defibrillator: \$150,000;
- 7 Air Cascade Filling Systems: \$494,102;
- Total: \$4,965,342.

The Public Safety Foundation of Detroit has recently expanded to include the Detroit Fire Department. This is a significant development for our service. Under this umbrella my agency can submit request for funding various equipment needs and possibly the costs-sharing associated with the aforementioned grants.

The Detroit Fire Department is comprised of dedicated men and women who strive everyday to deliver the best service to the citizens of this great city. We have a Mayor and City Council who has prioritized public safety as No. 1. We in the fire and EMS service recognize that even with such prioritization for public safety there are other essential services a city must provide its citizens. Times have been difficult but because of our fire service "make it happen" attitude we continue to serve our community with professionalism and pride.

As the Executive Fire Commissioner for the Detroit Fire Department, I want to thank the committee for offering me an opportunity to present some insight into this great Department, which I am proud to be a member of.

Mr. BILIRAKIS. Thank you, Commissioner. Thanks for coming home, too.

Mr. AUSTIN. Yes.

Mr. BILIRAKIS. Appreciate that. That is important.
 Okay, Mr. Lundy, you are recognized for 5 minutes.

**STATEMENT OF R. DARYL LUNDY, DIRECTOR, OFFICE OF
 HOMELAND SECURITY AND EMERGENCY MANAGEMENT,
 CITY OF DETROIT**

Mr. LUNDY. Once again, good morning, Mr. Chairman and Congressman Clarke.

On behalf of Mayor Bing, he thanks you for being here today.

Again, my name is Daryl Lundy. I am the director of homeland security and emergency management for the city of Detroit. I am pleased to be here to testify on the state of the Northern Border and the city of Detroit.

I have submitted my full testimony and ask that it be part of this formal record.

Mr. BILIRAKIS. Without objection, so ordered. Thank you.

Mr. LUNDY. Sir, I would like to begin by discussing our working relationship with the many Federal partners located in and operating along the Detroit border. I will start out by going over some of the many, many events as to why we have to work together on a day-to-day basis as well.

Detroit is host to a special event roughly every 60 to 90 days. Beginning in January, for example, we will kick off 15 days of the International Auto Show. This will be followed by an event, the International Fireworks that takes place down on the Detroit River. Now we get roughly 1 million viewers downtown for that evening firework on the Detroit side, and on the Canadian side, roughly about 800,000 are viewing.

In addition to that, we have the Detroit Free Press Marathon that takes place—took place just a few weeks ago. This is an annual event that typically has about 25,000 to 27,000 individuals. They run throughout the city of downtown Detroit. They cross the border into Canada, and then they also then return back into the United States.

We host the Turkey Trot Run, which is followed by our Thanksgiving Day parade. Once again, roughly a million spectators lining the Thanksgiving Day parade route downtown.

In 2012, we will once again host the Detroit Grand Prix. The Grand Prix is held on Belle Isle, which is an island that basically sits right in the middle of the Detroit River. Along with this, we host at Belle Isle the Gold Cup Hydroplane Championship Races on a yearly basis.

Most importantly, we just hosted the Major League Baseball Division, as well as the American League Series, just to name a few events that we are constantly doing here in the city of Detroit.

Jointly, we develop—

Mr. BILIRAKIS. How about the Lions?

[Laughter.]

Mr. LUNDY. How about those Lions?

[Laughter.]

Mr. LUNDY. Denver will go down this weekend.

[Laughter.]

Mr. CLARKE. Yes, that is right. Prophesize.

Mr. LUNDY. Absolutely, we have hope. So, jointly, we develop with our Federal, State, regional, and our Canadian counterparts our operational plans for all of these events, as well as sharing information and intelligence and also providing operational support. That is many times even swapping individuals to work each other's operational centers to make sure that we have good connectivity during these events.

In addition, too, we have members from our office that sit on the U.S. attorney's ATAC, the Anti-Terrorism Advisory Council. We have members who sit on the U.S. Coast Guard's Maritime Security Committee. We have Detroit Police representatives in the Joint Terrorism Task Force amongst also having cross-border members who sit on each other's emergency management and homeland security teams and attend their regularly scheduled meetings as well.

Sir, in February of this year, our department participated in a Canadian exercise called Central Gateway. Central Gateway was a contact notification drill and a tabletop exercise.

It did have a field component in which our Detroit police and fire and emergency medical personnel participated with their counterparts, the SRT teams, our harbor master dive teams, and the emergency medical, as I stated. We shared in some lessons learned there.

Detroit itself, particularly, we, in the emergency management, actually focused on the communications system. We are now sharing and working with a Canadian system they allowed us to use called Fusion Point. It is a sister system to what we use here in the State for emergency management called E-Team. It is a situational sharing system.

This event was a lead-in to the joint U.S. Coast Guard and Detroit exercise called River Readiness—Detroit River Readiness—that you have heard about already. River Readiness was a regional and international emergency response exercise intended to enhance our local, as well as our regional and our international response, and our readiness and cooperation by building on the successes from the previous exercises.

The Detroit River Readiness scenario again included a major terrorist event along the international border, included chemical materials, medical response, and really tested both our city, our county, the provincial as well as our Federal departments, our coordination capabilities, and response.

While there were many, many areas of success during this exercise, we have also identified gaps and vulnerabilities. We are working now toward the correction of those many.

Sir, Detroit is a high-risk, high-density city. It shares, as you have heard, the many homeland security threats itself against terrorist attacks. Detroit stands out from the rest of the Nation, of course, because of the size of our immigrant population, along with this international border that we have been speaking about. It creates a very—a potential risk for terrorists to not only use Detroit as a place to attack, but also to conceal terrorist support networks and also a place to recruit new members and supporters.

Detroit and its border brings about a unique challenge as we attempt to prevent, protect, and share and respond to potential

threats to our population and to the many hazardous material sites and critical infrastructure that we have here in the city.

Sir, as a recommendation, I just want to say that I really encourage both the Federal as well as the State government in its policy to direct our primary grant funding, which is the UASI grant, to be focused at this high-density, high-risk location, as I believe that DHS is focusing or it planned on focusing that money.

Most importantly, our readiness posture, if we don't continue with that funding and having that funding directed here at this key area, not only will we not move forward here in the future, we will start to take steps backward in the readiness that we have acquired over these past couple of years.

Sir, I know my time has run out. So I will just conclude at this time.

[The statement of Mr. Lundy follows:]

PREPARED STATEMENT OF R. DARYL LUNDY

28 OCTOBER 2011

Good morning, Mr. Chairman and Members of the committee. My name is Daryl Lundy, director of the Office of Homeland Security and Emergency Management for the city of Detroit. As director, I am responsible for Plans and Operations related to terrorism, and catastrophic emergencies, protection of Critical Infrastructure and Key Resources, managing the Emergency Operations Center, managing the Department of Homeland Security Grants Program and coordination with our private partners and partners across the border in Canada.

I am pleased to be here today testifying on the state of the Northern Border and funding to the city of Detroit. I have submitted my full testimony which I ask be made part of the hearing record.

FEDERAL, STATE, AND LOCAL COORDINATION

I would like to begin by discussing our working relationships with the many Federal partners located in and operating along the Detroit border. Detroit is host to a special event every 60–90 days, beginning in January for 15 days of the International Auto Show, followed by the International Fireworks with roughly 1 million viewers on the Detroit River and 800,000 on the Canadian coastline of the Detroit River. We host the Detroit Free Press Marathon in which 20,000 runners navigate in Detroit into Windsor, Canada and return. We host the Turkey Trot Run followed by the Thanksgiving Day Parade which lines the route in downtown with approximately 1 million viewers. In 2012, we will again host the Detroit Grand Prix on Belle Isle located in the middle of the Detroit River as well as the Gold Cup Hydroplane Races. Most recently we hosted the Major League Baseball Division and American League Series.

Jointly, we develop operational plans, share intelligence, and provide operational support in a combined effort to ensure the safety of our citizens and guests at these many events. Our working relationship further includes participation as a member of the U.S. Attorney Anti-Terrorism Advisory Council (ATAC) and the U.S. Coast Guard Area Maritime Security Committee. In addition, the Detroit Police has a member who participates on the Federal Bureau of Investigations, Joint Terrorism Task Force.

In addition, to the Federal partners, Non-Governmental Organizations, private sector partners, and Canadian counterparts are extremely engaged and important to the success of these events and the protection of our borders. Private sector partners chair our Local Emergency Planning Committee, information-sharing advisory council, critical infrastructure and key infrastructure council and are members in our Emergency/Event Operations Center during events and many times, provide use of their operation center to augment our operations. Our working relationship with Canadian Homeland Security and Emergency Management coordinators are routine. We not only participate in joint training exercises, we attend meetings, conferences, and working groups with each other in the United States and Canada.

In February of this year, our department participated in a Canadian Exercise, Central Gateway. Exercise Central Gateway was a contact/notification drill, communications and table-top exercise, with a field exercise component as part of each of

the Incident Sites/Events. The scenario was based upon a major event surrounding a terrorist attack in the area of the Detroit River and a resulting hazardous materials spill/leak in the LaSalle, west Windsor, and Detroit area that directly impacted at least three county municipalities, the city of Windsor, and the Detroit Metropolitan area. The affects of the hazard had potential to have a short- and long-term effect upon transportation through the region and across the international border. Additional secondary events included health concerns resulting from the on-going flu season, threats of severe weather and other emergency events. The primary training focus for Detroit was testing the Situational Awareness communications between Detroit, Windsor and Essex County, Ontario.

This event was a lead into the Joint U.S. Coast Guard and Detroit River Readiness Exercise. River Readiness was a Regional and International Emergency Response Exercise intended to enhance local, regional, and international response, readiness, and cooperation by building on the success of previous regional exercises in the Ex SPRING DAY series over the past 4 years. It also provided a confirmatory and audit model in support of the Federal project examining Critical Risk Identification and Capability-Based Plans modeling in the Windsor-Essex County region. The exercise focused on incident site management; Communications systems between the incident site, Emergency Operations Centers (EOC) and other centers and staffing; Emergency Information and Media Centers and staffing; Traffic Control and Traffic Plans; Reception and Evacuation Centers and staffing; and decision-making during an emerging situation.

The scenario included a major terrorist event along the international border that included, chemical materials threats and impacts; evacuations and registrations; limited access; traffic control issues, cross-border issues, environmental and agricultural impacts and pollution response; hazardous materials; coordination and control issues between city and county municipalities, provincial ministries, Federal departments and neighboring U.S. agencies such as Detroit Department of Homeland Security and Emergency Management, Michigan State Departments, Federal Bureau of Investigations, Customs Border Protection, Immigrations and Customs Enforcement, Transportation Security Administration, the U.S. Coast Guard, and others.

While there were many areas of success during these exercises, we have identified gaps and weaknesses of items tested and evaluated and are attempting to correct them as we move forward.

THE NEED FOR GRANT FUNDING

The following information is submitted as information the city of Detroit believes to be relevant in determining our threat, vulnerability, and consequences referencing terrorism:

The United States Office of Management and Budget defines Detroit-Warren-Livonia as the Metropolitan Statistical Areas (MSA) queried for the Urban Area Security Initiative (UASI). Population of the Detroit MSA: City of Detroit: 710,000 plus 40,000 visitors daily; Wayne County: 1.2 million, Michigan's 8th largest city, Livonia at 100,500; Macomb County: 832,000 with Michigan's 3rd largest city, Warren with 135,000 and the 6th largest city, Sterling Heights at 127,000.

Metropolitan Detroit has the largest Arab population in the United States at 350,000. Over 1,000 Canadian Nurses cross the bridge or tunnel daily to work in the Detroit Medical Center and surrounding hospitals.

There are 56 DHS-identified Critical Infrastructure/Key Resource facilities in the Detroit and Wayne County UASI. There are many more that we locally identify as critical and key sites. There are 302 Sites that store or produce extremely hazardous substances, 103 located in Detroit and 151 in Wayne County. There are hundreds more throughout the UASI region.

The U.S. Tank Automotive Command (TACOM) located in Warren, MI is responsible for Tank Automotive Research, Development, and Engineering.

Selfridge Air National Guard Base located in Macomb County hosts F-16's, DHS Air and Maritime Headquarters, Border Patrol Sector Detroit, U.S. Coast Guard Aviation, National Guard CH-47's and Civil Air Patrol. Selfridge is also host to a bi-annual Air Show.

The Detroit, Wayne County water border is approximately 37 miles long and largely unprotected. Twenty-nine miles are bordered with Canada and includes 4 Ports of Entry. Boating along the Detroit River is plentiful and boats easily cross United States to Canada and back. In addition, Great Lakes Ships transit the Detroit River via Lake Erie, Lake St. Clair, and Lake Huron.

The city of Detroit has 4 international border crossings with a waterfront border that makes the largest land- and rail-based foreign trade zone in North America. Canada is Michigan's largest foreign export market and largest trading partner,

with nearly 60% of the value of the State's exported goods destined for Canada. About 10% of U.S. exports to Canada originate in Michigan. Over half of U.S.-Canada land-based trade crosses the border in the Detroit region. Canada-U.S. trade supports 7 million U.S. jobs, including over 200,000 Michigan jobs.

The Detroit/Windsor Tunnel is the busiest passenger border crossing between the United States and Canada, it ranks in the top 15 border crossings nationally and is the largest Northern Border crossing. Michigan residents make over 1.4 million visits to Canada, spending almost approximately \$444,000 million a year. We receive over 12 million car passengers a year.

The Ambassador Bridge located in Detroit is the largest-volume toll crossing between the United States and Canada which accounts for \$90 billion in annual trade.

The Detroit/Windsor Truck Ferry carries approximately 100 trucks per day of mostly dangerous cargo. The transportation of dangerous goods is regulated in both the United States and Canada. Under Michigan law, trucks carrying Classes 1, 3, 6, and 7 dangerous goods, i.e., corrosives, explosive, etc. are prohibited from the Ambassador Bridge and the Detroit/Windsor Tunnel.

The Detroit River Rail Tunnel operates 25 trains a day with almost 400,000 rail-cars annually. There have been incidents where the tunnels have been used as a means to enter the United States illegally.

The Detroit Water and Sewerage Department (DWSD) is the third-largest water and sewer utility in the United States. DWSD provides water service to approximately 1 million people in Detroit and 3 million people in neighboring southeastern Michigan communities throughout Wayne, Oakland, Macomb, St. Clair, Lapeer, Genesee, Washtenaw, and Monroe counties. The 1,079-square-mile water service area, which includes Detroit and 125 suburban communities, makes up approximately 43 percent of the State's population. The Department also provides wastewater service to over 700,000 Detroit residents and 2 million suburban residents in neighboring communities. Wastewater service is provided to a 946-square-mile area that encompasses 35 percent of Michigan's population.

The Detroit Department of Transportation (DDOT), annual riders is 2,687,720. The Detroit People Mover is a fully automated light rail system that operates on an elevated single track loop in Detroit's Business district. The system provides connections between the courts and administrative offices of several levels of government, sports arenas, exhibition centers, major hotels, and commercial, banking, and retail districts. The integration of 8 of the 13 people-mover stations into pre-existing structures links over 9 million square feet that can be traversed unimpeded by outside elements. Also, future plans indicate the construction of a light rail system to run from downtown Detroit to our neighboring county.

Detroit Metro Airport is the 10th-largest airport in the United States. Total economic impact (estimated) \$5 billion annually and total economic impact (estimated) \$14 million daily. There are approximately 3,076,542 international passengers and a total cargo (freight/small pkgs, mail) of 487,149,710 lbs.

Detroit Coleman A. Young International Airport supports approximately 17 private jet landings per day with a surge up to 50 during special events. Yearly average is approximately 6,000 landings. This airport lies in the heart of the city surrounded by a rail line and high school.

Marathon Oil Company.—Detroit, Michigan houses Marathon Oil refinery, which is the fifth-largest in the United States and Romulus, Michigan houses Marathon's terminal and marketing operations. Marathon Oil processes 100,000 barrels of crude oil per day, which is refined into 50% gasoline, 28% diesel, 17% asphalt, and 5% other products. Marathon is currently in the process of expanding the refinery capacity to process 115,000 barrels per day from the current 100,000.

General Motors Corporation World Headquarters reside in the Renaissance Center, a 73-story building in the heart of downtown Detroit located off the Detroit River, next to the Detroit Windsor tunnel, and across from City Hall. In addition to GM, the Renaissance Center houses a hotel, many businesses and 2 consulates. Ford Motor Corporation World headquarters is located in Dearborn, Michigan.

Sports Venues include: The Detroit Lions, Ford Field, capacity 65,000; Detroit Tigers, Comerica Park, capacity 40,000; Detroit Red Wings, Joe Louis Arena, capacity 20,066.

Additional entertainment venues like the Fox Theater, Music Hall, Opera House, 3 Casinos also exist next to the above-listed sports centers.

Detroit is a populous city which shares with the homeland the common threat of attack by terrorists. Detroit stands out from the rest of the Nation in the size of its immigrant population and international border, which creates the potential risk for terrorists to use Detroit as a place to attack, conceal terrorist support networks, or to recruit new members and supporters. Detroit and its border brings about

unique challenges as we attempt to prevent, protect, share, and respond to potential threats.

REGIONAL APPROACH

Over the past 5 years, much of the annual UASI grant has been directed to neighbors outside the urban area in support of the regional concept. While we have partnered with our neighboring jurisdictions, the prioritization of where the funds are dedicated are sometimes not the priority of the high-risk, high-density urban area, as defined by the MSA. This could be a recipe for disaster. Detroit and Wayne County collaborate on many projects along the border by a piecemeal approach of combining, Urban Area Security Initiative (UASI) funds, StoneGarden Grant funds, and Buffer Zone Grant funds. This is not a practical method to continue in light of the elimination of DHS Grant Programs, and based upon the expected decreasing dollar amounts for the 2012 Homeland Security Grant funds. Hence, Detroit's primary grant, the Urban Area Security Initiative Grant, previous UASI Grant guidance was revised from funding focused at the core city and core county to "enhancing regional preparedness in metropolitan areas". Without a clear definition of a "metropolitan area", our "Region" was determined to be all of Southeast Michigan. With 7 jurisdictions to receive funding from the UASI grant, Detroit is left with roughly one-eighth of that year's grant funding. While our focus remains on programs that were previously instituted, we must be concerned about sustaining and moving forward as we support DHS priorities as well as our own known gaps.

RECOMMEND FEDERAL OR STATE POLICY CHANGES

I encourage Federal and State policy be changed and enforced to direct UASI Grant funds to the intended receivers identified as the high-threat, high-density urban area in the DHS Grant Guidance. It is my fear that if this does not occur, we will not be able to sustain our current strengths and gains. Most importantly, our readiness posture will not move forward, putting our citizens and guests in harm's way.

SUMMARY

In summary, Mr. Chairman, we believe that we have made significant improvements in working jointly with our many partners—State, Federal, Canadian, and private sector. Through exercising, we have validated our strengths and identified weaknesses in our readiness posture of securing and responding to incidents at our border as well as securing our city. Without previous grant funds to augment our local jurisdictional dollars, we would not have been able to execute the planning, training, and evaluation of those exercises and capabilities. This being said, it is imperative that future grant dollars continue and be strategically forwarded to the high-risk entities that have unique planning and operational needs as we do here on our U.S.-Canadian border.

Thank you for the opportunity to share with you the work of Mayor Dave Bing and the Detroit Team. I'm proud to serve the citizens and guests who visit and transit Detroit daily. We will continue to do all that we can, with what we have to strengthen securing our border and Nation.

Mr. BILIRAKIS. Thank you, sir. Thank you.

You have a champion here with regard to that grant, that is for sure. We will continue to work on that.

Mr. Buford, you are recognized for 5 minutes. Thank you again, sir.

STATEMENT OF JAMES P. BUFORD, P.E.M., DIRECTOR, DEPARTMENT OF HOMELAND SECURITY AND EMERGENCY MANAGEMENT, WAYNE COUNTY, MICHIGAN

Mr. BUFORD. Good morning, Mr. Chairman, Congressman Clarke.

My name is James Buford. I am director of homeland security and emergency management for the county of Wayne.

As director, I am responsible for the emergency operation plan and the emergency operations center in Wayne County. I am also responsible for all other planning to mitigate potential acts of ter-

rorism, disasters, and emergencies. I am responsible for managing the Homeland Security Grant funds allocated to Wayne County.

I am honored to be here today to testify on the state of the Northern Border and funding to Wayne County. I have submitted my full testimony, which I ask to be made a part of the hearing record.

Mr. BILIRAKIS. Thank you. So ordered.

Mr. BUFORD. I would like to start by saying that I honor all the men and women in uniform, whether military or civilian, who protect us every day from acts of terrorism. I remember on 9/11, like most of us, exactly where I was during that time. I was a commander of the Wayne County Sheriff's Department at their Road Patrol. I remember law enforcement before that day, and I have seen how it has changed since then.

I remember that law enforcement had its own lanes for Federal, State, and local. I also know that that has changed significantly since that fateful day. I do believe that we have a much better environment for information sharing amongst law enforcement agencies.

Wayne County and the city of Detroit share an international border with Essex County and the city of Windsor. There are many events that occur on the Detroit River between these communities, as you have heard earlier, including the shipping that occurs annually.

This requires coordination between all law enforcement, fire, and EMS agencies along the border. We also have several large hospital systems that provide treatment to Canadian citizens every day.

Homeland Security Grant funding has come to this area, and it is provided by the Homeland Security Grant Program. The metropolitan statistical area, MSA, includes Detroit, Wayne County, Livonia, and the city of Warren. These communities have the largest populations in the core urban area. It was determined by the Department of Homeland Security that these core urban areas were at the highest risk for potential terrorist attacks.

In the Detroit urban area, we have received funding intended for the high-risk mitigation—for the risk mitigation. We use allocated grant funds to assist the public safety agencies to prevent and protect the public from acts of terrorism.

We have educated the public about emergency preparedness and recognition of potential terrorist activities. During these depressed economic times, these activities would not have been able to be taking place without the Homeland Security Grant funding. The need to have a strong and resilient Northern Border will rest with those entrusted with protecting us.

Within the first few years of Homeland Security Grant Program, the State of Michigan recommended a regional approach to grant funding. The core urban area was asked to add the additional five counties in southeast Michigan, and this group exists today as the Urban Areas Security Initiative Regional Planning Board.

We have developed a regional strategy and use it as a guide for the project allocation of Homeland Security Grant funds. The core county has found that while the regional group is a good concept, it does not provide for the best use of ever-shrinking financial resources, given that the highest risk remains in the core urban area.

The Northern Border has had additional grant funds used for patrol efforts. Operation Stonegarden grant provides overtime and backfill for patrol efforts by communities along Lake St. Clair, Lake Erie, and the Detroit River border area. It allows for equipment to be purchased to assist with these patrols.

This is a coordination of the Wayne County Sheriff Marine Patrol, along with local communities on their shore patrol. Information from these patrols is given to the Customs and Border Patrol Division of DHS for their review.

We have also a State-wide shared channel radio system that allows for interoperable communications throughout the region and the State. Wayne County was the recent recipient of the Border Interoperability Communications Grant Demonstration Project. Once completed, this will allow for an even greater level of radio communications interoperability with our Canadian partners.

Wayne County has also used Homeland Security Grant funding to help develop a border surveillance camera system along the international border. This system will be made available to local, State, and Federal law enforcement.

I encourage a review of the way the Homeland Security Grant Program dollars are distributed in the Detroit urban area so that these shrinking resources can be used as intended on the high-threat, high-density areas. If this is not done, I believe that we will be not giving the citizens the best protection that they deserve.

In summary, Mr. Chairman, Wayne County realizes that we are an integral part of the surveillance and security of our share of the Northern Border. This responsibility is taken very seriously, and we continue to work with all our public and private partners to strengthen our border area.

The planning, training, exercising to complete this mission are greatly assisted through the use of Homeland Security Grant dollars. Without these dollars, it significantly reduces our ability to have a resilient U.S.-Canadian border.

Thank you for the opportunity to share with you the work of the hard-working men and women of Wayne County. We will always work to protect the residents, workers, and visitors by securing the international border in Wayne County.

Thank you very much.

[The statement of Mr. Buford follows:]

PREPARED STATEMENT OF JAMES P. BUFORD

28 OCTOBER 2011

Good morning Mr. Chairman and Members of the committee. My name is James Buford, director of Homeland Security and Emergency Management for the county of Wayne. As director I am responsible for the Emergency Operation Plan and Emergency Operation Center in Wayne County. I am also responsible for all other planning to mitigate potential acts of terrorism, disasters, and emergencies. I am responsible for managing the Homeland Security Grant funds allocated to Wayne County.

I am honored to be here today and to testify on the state of the Northern Border and funding to Wayne County. I have submitted my full testimony which I ask be made part of the hearing record.

FEDERAL, STATE, AND LOCAL COORDINATION

I would like to start by saying that I honor all of the men and women in uniform whether it is military or civilian, who protect us every day from acts of terrorism.

I remember 9/11 like most of us and exactly what I was doing at that time. I remember law enforcement before that day and I have seen how it has changed since then. I remember that law enforcement had its own lanes for Federal, State, and local law enforcement officers. I also know that has changed significantly since that that fateful day. I do believe that we have a much better environment for information sharing amongst law enforcement agencies today.

Wayne County has 43 cities and townships, all with their own Police Chief and Fire Chief. The City of Detroit is the largest city in Wayne County and also the seat of county government. The local police and fire chiefs have three mutual aid groups, Downriver, Western Wayne County, and Eastern Wayne County. There are two small communities, Highland Park and Hamtramck that are completely surrounded by the City of Detroit. All of the Public Safety agencies in Wayne County assist each other with different special events that occur throughout Wayne County.

The Michigan State Police and all of the Federal Law Enforcement agencies have a presence in Detroit. Law Enforcement coordination occurs through task forces, joint operating groups, and day-to-day information sharing.

The Wayne County Sheriff's Department operates three jail facilities, court room security, road patrol, marine patrol, and narcotics/morality enforcement. Sheriff Benny Napoleon coordinates activities with other sheriffs in Southeast Michigan as well as with local, State, and Federal agencies.

In addition to law enforcement we work with our private partners who give us input and feedback on planning and information sharing to protect the residents and visitors of Wayne County.

Wayne County and city of Detroit share an international border with Essex County and the city of Windsor. There are many events that occur on the Detroit River between these communities as well as the shipping that occurs annually. This requires coordination between all law enforcement, fire, and EMS agencies along the border. We also have several large hospital systems that receive Canadian patients every day.

THE NEED FOR GRANT FUNDING

The Homeland Security grant funding that has come to this area is provided by the Homeland Security Grant Program. The Metropolitan Statistical Area (MSA) includes Detroit, Wayne County, Livonia, and Warren. These communities have the largest populations in the core urban area. It was determined by the Department of Homeland Security that these core urban areas were at the highest risk for potential terrorist attacks. With this determination the Urban Area Security Initiative grant has provided billions of dollars throughout the United States. In the Detroit Urban Area we have received some of the funding intended for this risk mitigation. We used the allocated grant dollars to assist the public safety agencies to prevent and protect the public from acts of terrorism. We have educated the public about emergency preparedness and recognition of potential terrorist activities. During these depressed economic times these activities would have not been able to have taken place without the Homeland Security Grant Program. The need to have a strong and resilient Northern Border will rest with those entrusted with protecting us.

REGIONAL APPROACH

Within the first few years of the Homeland Security Grant Program starting, the State of Michigan recommended a regional approach to grant funding. The Core Urban Area was asked to add the additional five counties in Southeast Michigan to its region. This was agreed to based on that recommendation, and this group exists today as the Urban Area Security Initiative Regional Planning Board. We have developed a regional strategy and use it as a guide for the project allocation of Homeland Security grant funds. The core county has found that while the regional group is a good concept, it does not provide for the best use of ever-shrinking financial resources given that the highest risk remains in the core Urban Area. The Northern Border has had additional grant fund used for patrol efforts. The Stonegarden grant provides overtime and backfill for patrol efforts by communities along the Lake St. Clair, Lake Erie, and Detroit River border area. It also allows for equipment to be purchased to assist with these patrols. This is a coordination of Wayne County Sheriff's Marine Patrols along with local communities' shore patrol. The information of these patrols is given to the DHS Customs Border Patrol Division for their review.

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Project. This will allow for an even greater level of radio communications interoperability with our Canadian partners.

Wayne County has also used Homeland Security grant funding to develop a border surveillance camera system along its international border. This system will be made available to local, State, and Federal law enforcement.

RECOMMEND FEDERAL OR STATE POLICY CHANGES

I encourage a review of the way the Homeland Security Grant Program dollars are distributed in the Detroit Urban Area so that these shrinking resources can be used as intended on the high-threat, high-density areas. If this is not done, I believe that we will not be giving the citizens the best protection that they should have.

SUMMARY

In summary Mr. Chairman, Wayne County realizes that we are an integral part of the surveillance and security of our share of the Northern Border. This responsibility is taken very seriously and we continue to work with all of our public and private partners to strengthen our border area. The planning, training, and exercising to complete this mission are greatly assisted through the use of Homeland Security grant dollars. Without these dollars it significantly reduces our ability to have a resilient U.S. Canadian border.

Thank you for the opportunity to share with you the work of County Executive Robert Ficano, and the hard-working men and women of Wayne County. We will always work to protect the resident, workers, and visitors by securing the international border in Wayne County.

Mr. BILIRAKIS. Thank you very much.

Thank you, gentlemen, for your excellent testimony.

I am going to recognize myself for 5 minutes for questions. The first question is for the panel, and this is an obvious question. How is FEMA doing?

You know, getting good report cards from folks in the Northeast—Members of Congress representing folks in the Northeast on both sides of the aisle—with regard to the floods. How is FEMA doing in this region? Is there a lot of cooperation there?

Mr. AUSTIN. Yes, I believe so, but I will have a more definitive answer when the Assistance to Firefighters Grants are awarded.

[Laughter.]

Mr. AUSTIN. We submitted \$4.9 million in grants for equipment and—that we need to provide the service, level of service. So, hopefully, they will come through, with your support.

Mr. BILIRAKIS. Anyone else wish to respond?

Captain SANDS. Sure. I will respond. FEMA has been a very good partner. For example, you know, we have been working on this North American mutual aid agreement. They just recently, this week, hosted that in an effort to continue to move that forward. So there is everything on a daily basis that interact with them in a number of different areas, and I am very satisfied.

Mr. BILIRAKIS. Very good. Okay.

Mr. BUFORD. If I could just quickly—

Mr. BILIRAKIS. Yes, go ahead.

Mr. BUFORD [continuing]. Mr. Chairman? We know that there is going to be a lot more Congressional oversight when it comes to the Homeland Security Grant funding. The citizens of the country want to know what has been done with these billions of dollars that have been sent here, and we know that we are working with FEMA to make sure that we identify how those resources were spent and that they were spent well.

So we just require that FEMA works closely with us on those needs and being able to get the information to them that they are requesting.

Mr. BILIRAKIS. Very good. Thank you.

Captain Sands, how would you rate the usefulness of the intelligence and analysis you and the Michigan Intelligence Operations Center are receiving from the Department of Homeland Security, particularly with respect to the counterterrorism information you receive from DHS's Office of Intelligence and Analysis? Again, how would you rate the usefulness in intelligence and analysis that you are receiving?

Captain SANDS. Yes, it is very useful. It has been improving as the fusion centers and the information-sharing environment grows.

I believe it is important for everyone to recognize that these centers and abilities are just recently being formed and getting up to speed. Some of those communications that we used to struggle with are now starting to flow. So they are useful.

Mr. BILIRAKIS. Thank you. Thank you.

I am interested—this is for all the witnesses—I am interested in hearing more about your impressions of the River Readiness exercise and how you plan to incorporate lessons learned into your operations to address any gaps in your preparedness.

Director Lundy, you noted that there were many successes, but also weaknesses in your statement. What are some of the—describe some of the successes and address the weaknesses, if you can, please.

Mr. LUNDY. Mr. Chairman, well, some of the successes are the fact that we were able to bring, for the first time that I know of in this area, as many different jurisdiction and entities, both U.S. and Canadian together, and be able to establish a unified command and actually go through the response was very significant. Where the weakness may be is that you have a year to plan for the exercise to bring those individuals together.

While we actually did response, say, a response of individuals off of the Detroit River, which was actually done by I believe they are called Gumby suits—they actually threw these floatable suits into the water, and they actually had to actually pull them out. So response times, even during the exercise is, of course, not where we want it to be. You can only get better by, you know, continuing to do these exercises and continuing that training and then using the exercise so that it can be evaluated.

Interoperability was another area. While we were able to talk, there were certain pieces of equipment that didn't work as well as we expected. So we still have some things to overcome there. Of course, as you go through a scenario for the first time like this, your standing operating procedures may not have included something that now you need to add, as a checklist or on a flowchart.

So those are probably the two or the three biggest items, I think, is just working as a large entity, the response times, and then just being able to use the interoperability as well as we think we should, if it became a mass situation and a situation that would be sustained at least for maybe 72 hours.

Mr. BILIRAKIS. Thank you, sir.

Anyone else wish to comment on that?

Mr. AUSTIN. Yes, in two areas. First of all, on the successes, I think working with our response partners and getting to know them was really a great opportunity.

One of the weaknesses Mr. Lundy pointed out is the fact that we had a year to plan for it. Some of the weaknesses that I saw internally was our need to improve our multi-casualty response capability.

Another weakness, I think, is, again, our maritime response. You know, we had a simulated fire on the Detroit Princess. Because our boat is not in the river year-round, we don't really have the in-depth understanding of maritime incidents and fighting fires on floating ships, quite honestly.

So, there are some things that we can do. I have locked in on them, and we are going to be working to improve that capability.

Mr. BILIRAKIS. Very good, sir. Anyone else?

[No response.]

Mr. BILIRAKIS. Thank you very much, and now I am going to yield the rest of the time to a great Congressman from the great city of Detroit, Mr. Clarke.

Mr. CLARKE. Thank you, Mr. Chairman.

What I will do is I will first address my question to Commissioner Austin, Mr. Lundy, Mr. Buford, then to Captain Sands.

I would like to recognize that we did have Governor Miller of Wayne State University, who was here for a while as a member of the governing board of this great institution. I want to thank again Captain Holt for that great simulation on a bioterrorist attack on Wayne State University. We had a great discussion here earlier.

I see Isaac Robinson with Ranking Member Congressman Conyers, Ranking Member of Judiciary, is also here. Thank you, Isaac, for being here. The Congressman and I are very concerned about not only protecting our people from an attack or a disaster, but also making sure that as our Federal department does that, it doesn't—that it doesn't unduly discriminate or profile against folks who really pose no harm to us here in this area.

Commissioner Austin, you talked a little bit about the population loss in the city of Detroit over the last 10 years. You know, that loss has really depleted our tax base here in the city, and it is because Federal Government over the last few years has not effectively addressed this housing crisis.

The rampant foreclosures that hit this region, especially the city, ended up evicting many people out of their homes. Other folks had no choice but to walk away from their homes. That created the huge blight and the huge loss in tax funding.

You had also indicated that Detroit is on the rebirth on account in part of many economic development incentives. But as a first responder and as a Detroiter, we all are acutely aware that we could have all the economic development programs we want. The only way we are going to bring people and businesses back, if folks know that this city is a safe place to do business and to live.

While the Department of Homeland Security can help coordinate a response, when disaster hits, it is your men and women that are there to respond. Right now, in my opinion, from what I have heard through this hearing and what I also heard during the discussion of the simulated bioterrorist attack, we don't have the re-

sources to adequately protect or prepare against such an attack. That concerns me gravely.

So, you know, in light of your nearly \$5 million request for Assistance to Firefighters Grants and in light of the cuts to that program, Commissioner, how do you plan to respond to that and to protect our citizens here?

Mr. AUSTIN. Start off by praying. Second by appreciating the men and women on the Detroit Fire Department, the firefighters and EMS workers who are truly committed.

We recognize in the fire service that we have to have a "make it happen" attitude. As I have often said, "There is no 9-2-2. There is only a 9-1-1." When you dial 9-1-1, you expect firefighters and law enforcement to show up. We recognize that, and we do it. But it is getting more and more difficult.

We requested in the grant full turnout. You know, in the winter time, this is something going to be new to me. Fighting fire in California is totally different than fighting fire in January in Michigan. When our firefighters get drenched and their turnout gear is wet and they have to continue to go out to fire after fire after fire, it gets pretty cold to be in that wet gear.

So I have nothing but great admiration for the men and women. In the fire service, you break an arm and a leg of a fireman and tell him or her to hang wall paper on the ceiling, we generally start hopping to hang that wallpaper.

But you know, at some point, we are going to need some relief. My biggest concern, as I look at this fire service equation here in Detroit, is the 50,000 to 80,000 vacant dwellings that the last firefighter that died in the line of duty here, Walt Harris, died after a third time into a fire.

In other words, there were two previous burns. On the third time he went into that situation, an accident happened on the fire ground. Partly the roof collapsed and killed him.

If I have 50,000 vacant dwellings, and I have to go into them each three times, I essentially have 150,000 dwellings that are potentially in my fire inventory.

We are working hard. The Mayor, council is working hard to try and get rid of some of this blight. I believe if we could wipe that off the table, it would change the whole environment for a fire service that can be more responsive, more effective, for a community that will be attracting residents back, building our tax bases, and we won't have to lean as much on the Federal and the State governments.

Mr. CLARKE. Thank you, Commissioner.

Just on that end, that is why I am pushing legislation right now in Congress to allow Detroiters to keep the Federal taxes that we pay on a pilot basis. That is an additional \$2 billion every year. So we can invest it right here at home to help clear up some of these properties, train people for jobs, and rebuild our city.

So I am thankful that we have over 30 cosponsors on that legislation, including support from Republican lawmakers.

You know, Commissioner, just before I go on, you know, I know many of your great firefighters like Mr. Taylor, Mr. Atara. Could you just have the great men and women of the Detroit Fire Department to stand and be recognized?

Mr. AUSTIN. Absolutely.

Mr. CLARKE. Also by name, if they could introduce themselves? On the record and for the committee.

I just want the Department of Homeland Security and our subcommittee in the Federal Government to know who is on the front line protecting our people here.

[Applause.]

Mr. AUSTIN. We have Assistant Fire Marshall Osric Wilson, my Second Deputy Commissioner Charleta McInnis, Community Relations Chief, Chief Kwaku Atara, and Deputy Commissioner Fred Wheeler.

Also a partner who is not on the fire department, but sometimes I think he is—Mr. John Jamian, director of the Detroit/Wayne County Port Authority, a dear friend and supporter.

[Applause.]

Mr. CLARKE. Thank you.

Mr. AUSTIN. I am going to be possibly rude. You know—you can be seated, I believe.

If I could have just one quick second because I am talking to the Federal Government now. I had a citizen call me the other day, complaining about the blight and vacant homes in her area. I drove over on the east side of town, and I was just quite devastated. I had this epiphany, and I am going to just throw it out here because I have your ear.

The United States Navy has an arm called the Seabees, and they are a construction arm that came about in early World War II. They would drop them in the jungle, come back a week later, and they have mowed down a mile-long runway.

I am going to go through more formal channels. But I have often thought if it was possible for the Department of Defense to engage the Navy to come to Detroit and tear down 10,000 homes? I will settle for three.

But I just wanted to throw that out there. I could not walk away from this committee hearing without trying to reach out to you. It is kind of out-of-the-box thinking. I am actually off the table in some of my thinking, trying to help this city turn around. So—

Mr. CLARKE. Well, Commissioner, I appreciate that request. I am going to make that request of the Department of Defense. I think that is important for us to demolish and clear out those blighted homes. But for one reason, so we can rebuild our city. Absolutely.

Here is the reason why I say this. All the tough times we have gone through in Detroit, we still have the best manufacturing know-how in this country. We have got the best-trained workforce. We have this great research university right here in the middle of our city.

So if we clear out this blight, that is vacant land that new plants can locate here in advanced manufacturing. But we have to have the city safe. See, homeland security is not just, you know, fighting terrorism or a natural disaster. It is also making everybody safe here who live here every day in Detroit safe and secure. Because we have got to have a safe and secure city if we want to attract people and businesses back.

So, yes, I will take that message to the Department of Defense as a way of rebuilding our region economically and creating new jobs. Absolutely. I think it is a great idea.

Mr. AUSTIN. Thank you. Thank you, Mr. Congressman.

Mr. CLARKE. So I only have a couple very brief questions, Mr. Chairman.

Thank you again, Commissioner.

Mr. Lundy, as you know, you and I talked offline about the importance of the Urban Areas Security Initiative funding. With the Chairman's support, again, we were able to maintain the eligibility for metro Detroit for that funding.

So, yes, having the funding available is important. That is what we can help secure in Congress. Do you have any concerns, though, on how that money is being spent, how it is being distributed?

Mr. LUNDY. Yes, Mr. Congressman. I think Mr. Buford started to discuss this as well. He talked about the regional concept. While that may have been great back a few years ago when the concept came up, as you know, many grants are going away. The dollars are shrinking. It just has to go back to directing the funds to where they need to be directed.

I will use as an example, I came on-board here in this job 5 years and 1 month ago. Third week on the job, I looked in the office and I said, "Where is the city of Detroit's emergency operations center?" The city of Detroit does not have a standing emergency operations center to this day.

The grant dollars—one of the first things that I began working on was to identify grant dollars to be used to stand up an emergency operations center, which was an allowable cost. Under the concept, as we expanded with the five additional jurisdictions, it was identified that that is a local jurisdiction's issue because we are all equal here. Unless it is something that we can all share in, then the dollars won't go to it. To this day have not.

Luckily, DHS created an EOC grant, which I understand is going to be going away in the future. The max was only \$1 million per year. We have been lucky to win two of those over the past few years. I am still trying to stand it up.

We have shifted our thought right now as we move in and develop the public safety center now, which is at the old MGM Grand. We are still another year and a half away. We will be moving our office. We will be standing up the EOC. It will be police and fire as well.

That is just one example, and I can go over many examples as to where dollars have not been focused at the big dog on the porch. My city government—the CAYMC, the Coleman A. Young, where the Mayor, our city council, a court system, some county entities, 3 years ago, I had DHS come in. They conducted a site assistance visit, vulnerability assistance visit. Fifty-page document, gaps and vulnerabilities we are still having issues with, I could not focus grant dollars that were allowable, an allowable expense to be focused to fix those things.

Why again we are focusing from a regional standpoint to some things that may benefit the region that I simply say is probably a priority 1-V, but not a 1-A? So we have got to get back to focusing

those few dollars on what the real priority is. If that means that the region is no longer as large as it is right now, then so be it.

I have talked to many partners across the Nation as they have expanded. Many didn't. Chicago, I know, remained its region as Chicago and the county. San Diego did the same thing. Some did expand.

But also some of those that have been pretty successful as well, the lead was still by, as was said by Mr. Buford, the core city and the core county assets. So we are lacking here right now. We have a lot of vulnerabilities and gaps that we just have not been able to tackle because of the funds being—going somewhere.

I talked to FEMA. You asked about FEMA. They came in and did a monitoring visit not too long ago, and I showed them the regional strategy versus the city of Detroit strategy, which is my priority is to make sure that we are a safe and sound city for the citizens and the guests that come in for all these events. They don't match. What you get from the regional strategy, unfortunately, is a watered-down version of what we really need.

Mr. CLARKE. So we could best use our tax dollars if we focused the Urban Areas Security Initiative funding on where the greatest need and the greatest risk is, which is in the city of Detroit—

Mr. LUNDY. Absolutely. Those unique needs, as we keep talking about—the border issues, the critical infrastructure, these soft targets from all these special events. We have got to get back to some very basics.

When I can't stand up an emergency operations center or it takes me, you know, a day to stand up the room—you know, it is 10 years after 9/11. We shouldn't be here.

Mr. CLARKE. Well, this helps educate us on this. I am going to make that request on the region's behalf. A stronger Detroit is going to protect the region, but let us work together off-line to get that communication together.

Thank you.

To Mr. Buford, you had talked about some of the gains that we made in first responders at the local level and at the State level communicating better with each other through their communication systems, with the State of Michigan having the first State-wide shared radio system in the United States.

But you also raised some concerns during our simulation about the on-going re-banding that has got to be completed and then also the need for first responders to be trained on how to best use these radios. Could you better describe to us the basis for your concerns and any other issues we need to address so that first responders throughout our region, throughout the State can better share information, whether it is voice or data?

Mr. BUFORD. Thank you, Congressman.

As you can tell that this is a passion of mine when it comes to interoperable communications in this region. There has been a significant amount of money that Congress has let for us. The Public Safety Interoperable Communications Grant was a billion dollar grant that we got approximately 3 years ago and distributed throughout the United States for the purposes of interoperable communications.

We were able to partake in that grant, and we have used it for purchasing a simulcast radio system here in Wayne County to be a part of the State-shared radio system. We have bought radios—handheld radios and mobile radios that go in vehicles for many different communities throughout the area so that they would have that capability also.

Just in Wayne County alone, I know that we have spent probably at least \$8 million toward interoperable communications, and we could spend another \$20 million easily to have more shared radio communications. Throughout the region, we have recognized the State-wide radio system as the radio system to go to, where six out of the seven partners have either moved toward the State radio system or are there at the State radio system or will be there very soon.

So as I keep saying over and over again, that is a—the State has provided us with a tremendous asset that we can use. The training—sometimes we lose focus. In buying all the gadgets and the equipment that we need for the radio communications system, we don't do the training that is needed all the time. We have done some training, but where we do need to start focusing some of these shrinking resources is developing more training systems or training and education for the users of these radios.

As was stated before, in many of these radios that are very technologically advanced, the systems are already in there. They have been programmed into these radios. But teaching the people how to use them, how to go to the appropriate zone on that radio and go to the appropriate talk group and use them is what they need to learn. Because often they don't understand that or they don't know how to do it. So we do have to invest in training our people on how to use these radios.

The next area where we are going to have issues beyond radio communications is data communications. Throughout the country, law enforcement and fire service both use data communications by having in-car computers, having computers in fire engines, having them in their EMS rigs and things like that.

Now being able to make sure that one data system talks to another data system, that that transmission of data between systems is just like interoperable communications. If they don't communicate—if I can't transfer data from a Wayne County sheriff's vehicle over to a Detroit police car, you know, that is not doing us any good.

We need to be able to make sure that that data can be transferred, whether we are looking for a suspect and we need to transmit that picture back and forth between vehicles or between—or we need to transmit information about hazardous substances that may be at a facility between different fire departments. Those are things that transmission of data is the next big gap that we really have to cover.

Mr. CLARKE. Well, thank you, Mr. Buford.

You know, presenting that Border Interoperability Demonstration Project Grant of \$4 million to Wayne County was a great honor of mine. What you are saying is now we also have to train the folks on how to use the equipment and not only should we be

concerned about interoperable radio communications, but how we are able to share data as well.

Mr. BUFORD. Absolutely.

Mr. CLARKE. Well, I appreciate that. Just, you know, finally, to Captain Sands or whoever, the cuts in our State preparedness grants. How will that impact your ability to implement homeland security initiatives that the State has designed?

Captain SANDS. It is already being felt, and it is going to—when you project into the future with the 50 percent cut that Michigan just got, which could have been worse—counterpart down in Indiana, they lost their UASI region.

I want to take this opportunity to thank you. I think because if it wasn't for your efforts and those of a few others, we wouldn't have the UASI funding.

Mr. CLARKE. Well, thank you. It is an honor to work for you.

Captain SANDS. Especially with the funding cuts, the way those are set up, it has a 50 percent personnel cap. So when you look back to when we were building these capabilities, Michigan received approximately now just over \$70 million. We were able to have quite a few personnel with that.

Now we are looking at about just over \$20 million, approximately \$22 million. So half of that is what your personnel cap. We bought a lot of things over the years. Much of what we are doing right now is personnel-related issues within the fusion centers. The planning, the training, as Mr. Buford talked about, getting people, you know, trained in things is a continuous effort. Those take resources.

Without additional funding, there are some things the Federal Government can do. They can take a look at the PRICE Act that caps that personnel cost. That would help us to sustain some of the critical programs that we have.

Mr. CLARKE. Well, thank you, Captain.

That ends my questioning, and I just want to thank all of you for coming to testify, all of you for being here today because the leadership in Congress, as exemplified by Chairman Bilirakis, they understand the importance of metro Detroit, of our city, of our history. But also that, you know, if we are able to get the resources, the tax dollars we already pay to be returned back here, we can rebuild ourselves and actually create prosperity throughout this country.

That is why for the first time ever, we have a homeland security Congressional hearing right there in the heart of Detroit. So, Mr. Chairman, thank you again for your leadership.

Mr. BILIRAKIS. My pleasure, my pleasure.

I want to thank the witnesses also for their valuable testimony, and I want to thank you, the city of Detroit, for their hospitality. I would love to come back. You can hold me to that.

[Laughter.]

Mr. BILIRAKIS. The Members of the subcommittee—I have to say these things, okay? This is in the script. But the Member of the subcommittee may have some additional questions for you, and we ask you to respond to these questions in writing. So we will have some questions for you, additional questions.

The hearing record will be open for 10 days.

Without objection, the subcommittee stands adjourned.

Thank you very much.
[Whereupon, at 12:30 p.m., the subcommittee was adjourned.]

