

**Customs and Border Protection (CBP)
Secure Border Initiative (SBI)**

**Comprehensive Tactical Infrastructure
Maintenance and Repair (CTIMR)**

Industry Day

February 2009





Introduction



SBI Tactical Infrastructure Program Manager – Loren Flossman

SBI Tactical Infrastructure Deputy Program Manager – Greg Gephart

- Ashley Hoffman
- Paul Silder

Contracting Officer – ML “Lea” McDaniel

- Theresa Reeves
- Yolanda Brown
- Mitch Winans

U.S. Army Corps of Engineers – Kevin DaVee

Asst. Chief, Office of Border Patrol – Jack Jeffreys

- Moderator – Fritz Dutch (LMI government support)
- Coordinator – Bryan Neuhaus (LMI government support)

Industry Day information at website: www.cbp.gov/sbi and click “CTIMR Overview”

Email CTIMR@cbp.dhs.gov to ask additional questions and provide additional comments, ideas, and suggestions.



Agenda



- **Background**
- **Tactical Infrastructure (TI) components**
- **Anticipated maintenance and repair work**
- **Summary**
- **Considerations**
- *Break for developing written questions*
- **Panel response to written questions**
- **Site visit plans and meeting wrap-up comments**



Background



- **The Secure Border Initiative (SBI) is a comprehensive multi-year plan established by the Department of Homeland Security (DHS) to secure America’s borders and reduce illegal migration**
 - SBI *net* is responsible for the development, installation and integration of technology solutions and will improve deterrence, detection, and apprehension of illegal aliens into the U.S.
 - SBI Tactical Infrastructure program develops and installs physical components designed to secure the border consisting of the following major components: pedestrian fence, vehicle fence, roads, lights and vegetation control
- **CBP requires contractor(s) for Operations and Maintenance (O&M) in order to support the strategic goal of securing our Nations borders.**
 - Current efforts rely on piecemeal interim contracts and limited in-house workforce
- **TI along the Southwest Border is evolving as new fence and other tactical infrastructure is being deployed**
- **TI assets require recurring maintenance and repair for three principal reasons: *willful destruction, deterioration over time, and weather***
- **The SBI TI program is seeking to engage “mission-critical partners” to provide continuing maintenance and repair along the Southwest Border**



SBI TI Background



- **Legacy Fence:**

- Refers to fence that was constructed before the inception of SBI
- Constructed to meet Border Patrol operational requirements on a Sector-by-Sector basis
- Each Sector that built this “legacy” fence was responsible for following all the required environmental policies and securing all real estate necessary in order to construct
- Contractors will be responsible for the operations and maintenance of this “legacy” fence under the CTIMR contract

- **SBI TI projects:**

- Pedestrian Fence 70 (PF70):
 - SBI’s first fence project, comprised of both new and previously planned projects brought together under SBI to construct 70 miles of primary pedestrian fence by the end of FY 2007
 - The majority of fence was constructed in Arizona; the remaining mileage was constructed in California and New Mexico. In all, this area covers the San Diego, El Centro, Yuma, Tucson, and El Paso Border Patrol Sectors
 - A partnership between CBP and the U.S. National Guard (Operation Jump Start), Joint Task Force North, private contractors through the U.S. Army Corps of Engineers, and Boeing
 - By September 30, 2007, the PF70 project had exceeded its goal by constructing 76.3 miles of pedestrian fence, increasing the total mileage of pedestrian fence (PF70 fence plus legacy fence) along the Southwest Border at the time to 154.7 miles



SBI TI Background



- **SBI TI projects (cont'd.):**

- Pedestrian Fence 225 (PF225):

- PF225 is an SBI TI project that plans to construct approximately 211 miles of primary pedestrian fence along the Southwest Border
- The project is being carried out by a number of private sector firms via a Multiple Award Task Order Contract (MATOC) issued by the U.S. Army Corps of Engineers
- The fence is being constructed along sections of California, Arizona, New Mexico, and Texas. In all, this area covers the San Diego, El Centro, Yuma, Tucson, El Paso, Marfa, Del Rio, and Rio Grande Valley Border Patrol Sectors

- Vehicle Fence 300 (VF300):

- VF300 is an SBI TI project that will complete 300 miles of vehicle fence along the Southwest border in strategically desirable locations, as determined by Border Patrol's operational requirements
- The majority of vehicle fence is being constructed in Arizona and New Mexico; the remaining mileage is being constructed in California and Texas. In all, this area plans to cover the El Centro, Yuma, Tucson, and El Paso Border Patrol Sectors
- The project is being carried out by a number of private sector firms via a MATOC issued by the U.S. Army Corps of Engineers
 - Operation Jump Start, via the U.S. National Guard, also helped construct some segments



TI Organization and Roles



- **Border Patrol (BP) is the customer – its agents depend on fully operational and functional tactical infrastructure to accomplish their mission**
- **BP along the Southwest Border is organized into 9 Sectors covering 4 states: California, Arizona, New Mexico, and Texas**
- **Each Sector has a Chief who serves as the senior Border Patrol Agent responsible for all operations within the Sector**
 - Each Sector has a TI Coordinator who manages all tactical infrastructure



Requirement



Fence and Gates

- Breached by cutting, ramming with a vehicle, burrowing, or some other form of damage
- Deterioration over time or damage due to flooding and erosion

Roads and Bridges

- Washouts can prevent/hinder access to the border
- Normal wear (e.g. ponding, potholes, washboard) result in regular maintenance

Drainage Structures and Grates

- Damaged by cutting or removal
- Debris buildup prevents flow

Lighting and Electrical Systems

- Bulbs shot out or damaged
- Components reach normal life expectancy

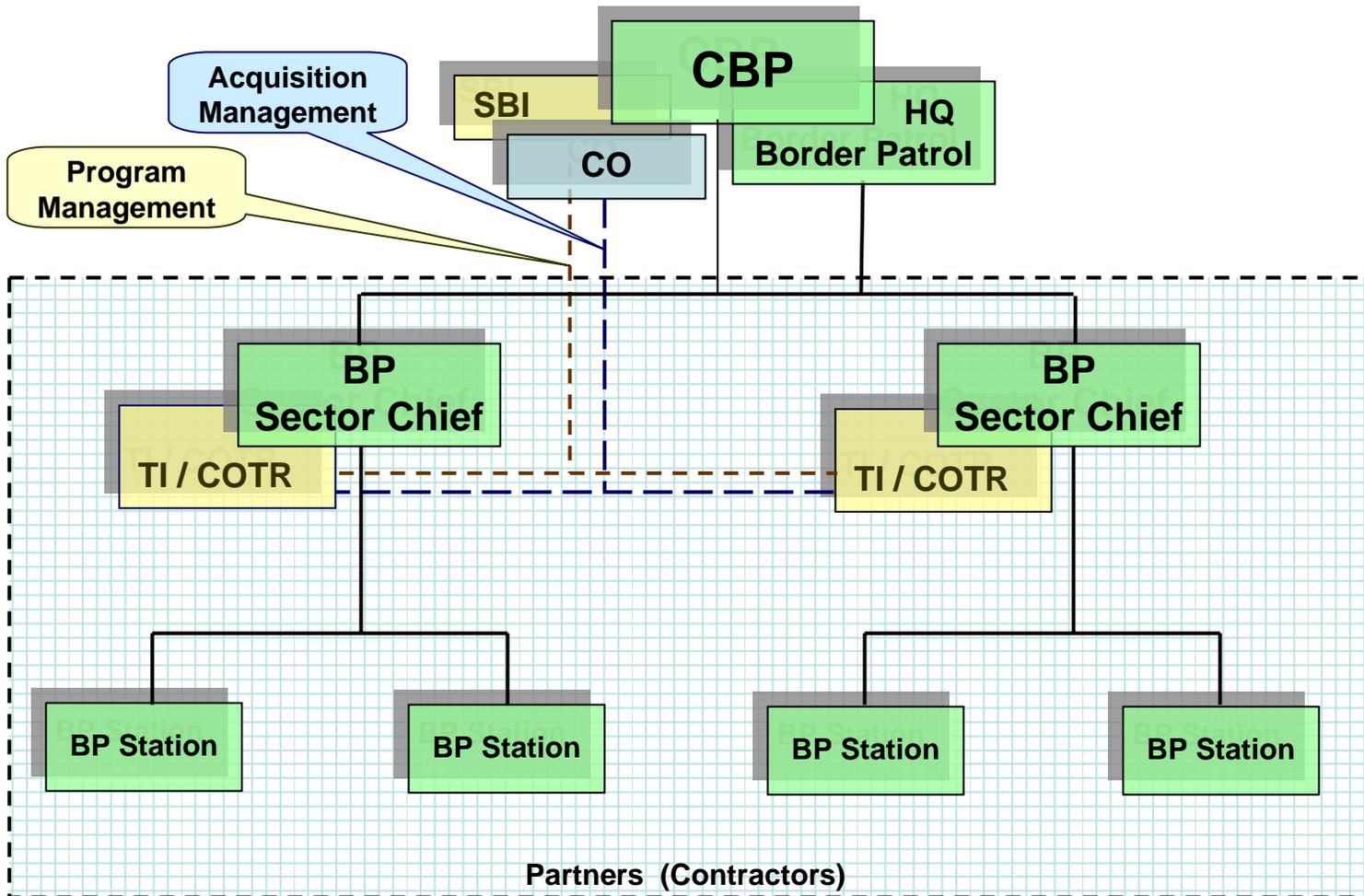
Vegetation and Debris Removal

- Overgrowth can provide cover for illegal border crossers
- Debris accumulates along the border and must be removed

Tactical Infrastructure maintenance and repair requirements vary from routine to urgent



CTIMR Contracting Organization



CO – Contracting Officer
COTR – Contracting Officer’s Technical Representative



Four States – Four Contracts



• Contractors can offer on multiple contracts



Tactical Infrastructure Components



Tactical Infrastructure Components





Fence and Gates





Fence and Gates



Pedestrian Fence

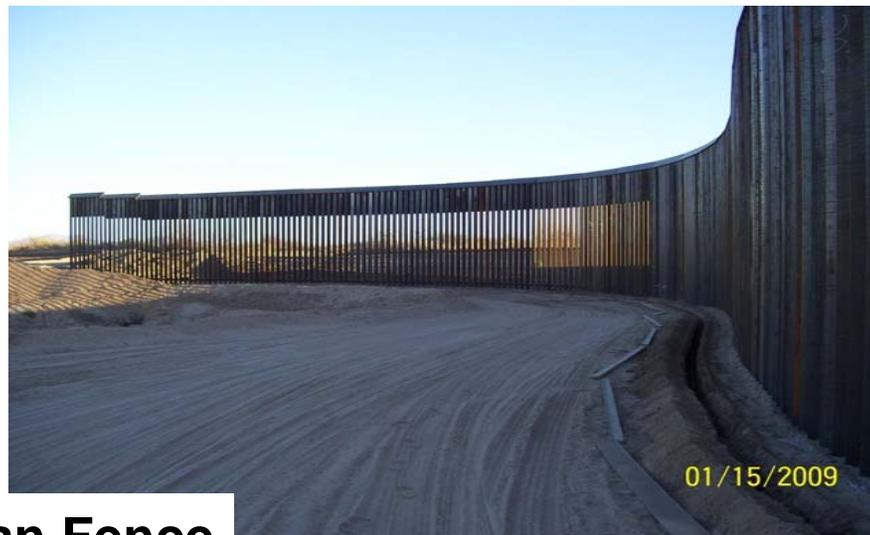
| State | Total Miles of Primary Pedestrian Fence | Total Miles of Secondary Pedestrian Fence | Total Miles of Tertiary Pedestrian Fence |
|--------------|---|---|--|
| CA | 99 | 10 | 0 |
| AZ | 129 | 9 | 8 |
| NM | 14 | 0 | 0 |
| TX | 116 | 14 | 4 |
| Total | 358 | 33 | 12 |

Vehicle Fence

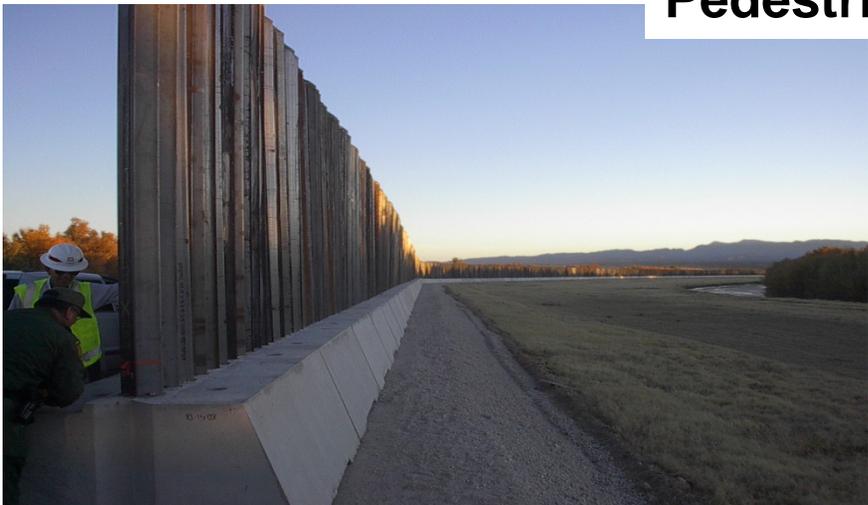
| State | Total Miles of Vehicle Fence |
|--------------|------------------------------|
| CA | 17 |
| AZ | 184 |
| NM | 101 |
| TX | 0 |
| Total | 303 |



Fence and Gates



Pedestrian Fence





Fence and Gates



Vehicle Fence





Fence and Gates



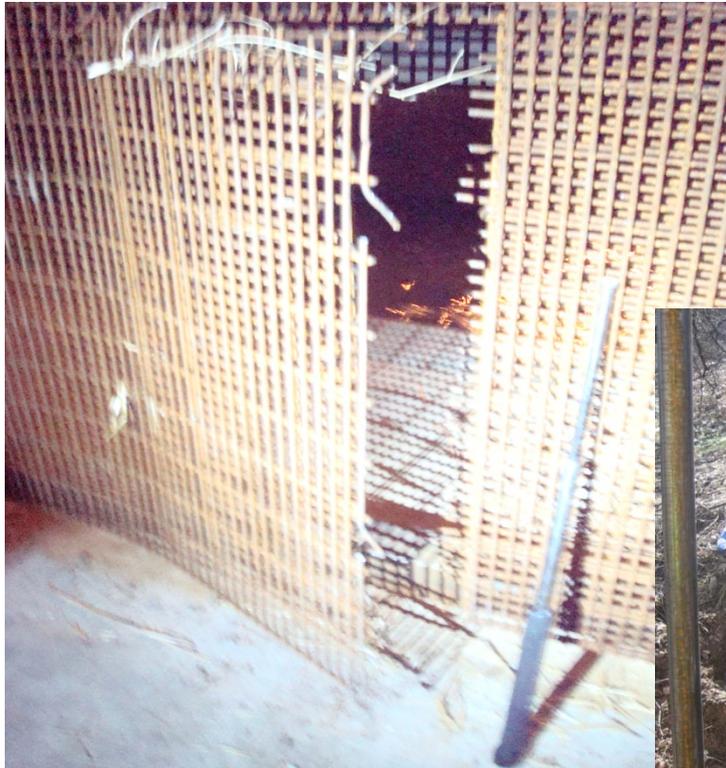


Fence and Gates



Fence Maintenance and Repair – Examples of Damage

- Breaches





Fence and Gates



Fence Maintenance and Repair – Examples of Damage

- Weather





Fence and Gates

Fence Maintenance and Repair – Examples of Damage

- Burrowing





Roads and Bridges





Roads and Bridges

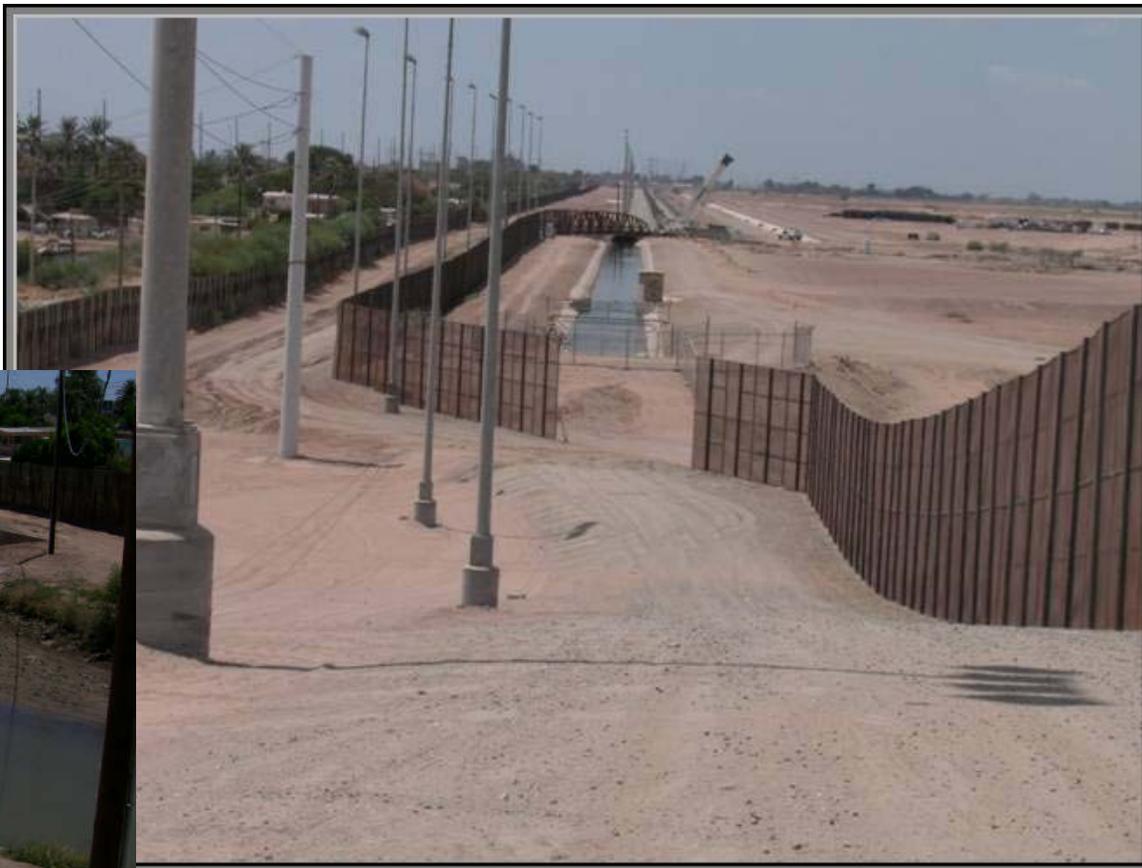
- Road types include Class I (fully paved), Class II (base course), Class III (shaped naturally) and Class IV (two-track trail)
 - Majority of CBP roads are Class II or Class III





Roads and Bridges

Bridges require preventive maintenance inspections





Roads and Bridges



Routine maintenance can help to prevent road failures





Roads and Bridges



**Road Damage –
Some access roads were
constructed primarily for fence
construction access**



**...but Border Patrol also
depends on them for access
to the fence line**



Drainage Structures and Grates





Drainage Structures and Grates



Drainage structures will require repairs and routine inspection & maintenance





Drainage Structures and Grates



Drainage Structures and Grates will require cleanout and repair





Lighting and Electrical Systems

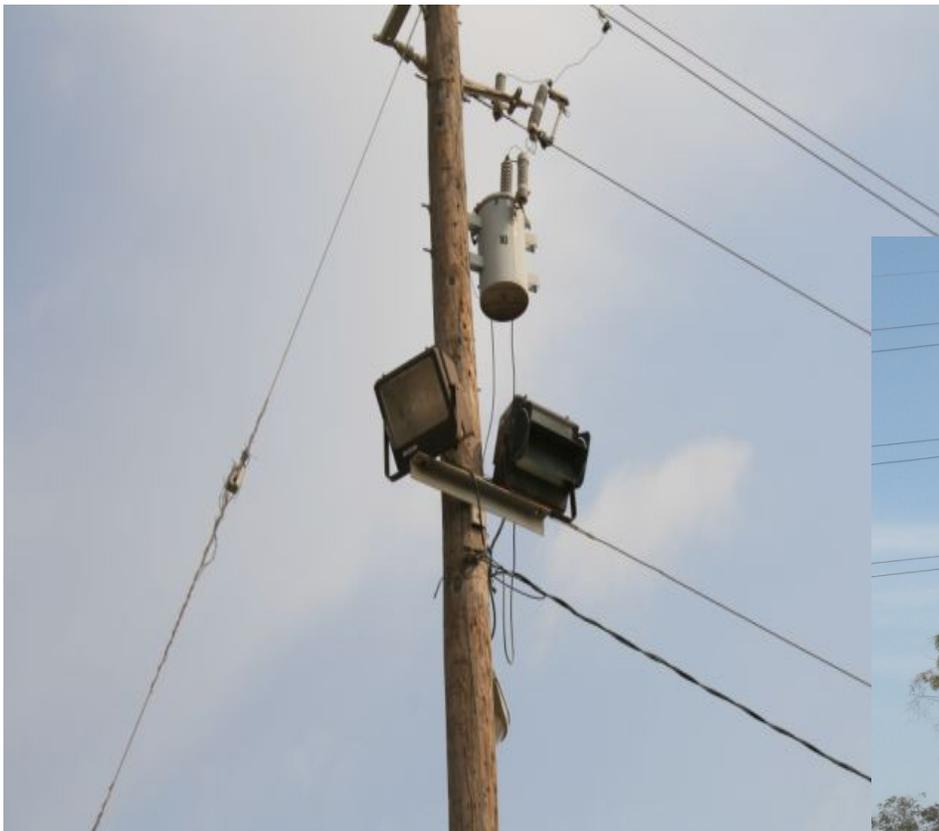




Lighting and Electrical Systems



Lighting fixtures, poles, ballasts and electrical systems vary across the TI inventory





Lighting and Electrical Systems





Vegetation Control and Debris Removal





Vegetation Control and Debris Removal



Vegetation control includes proper off-site disposal at sites to be identified by the contractor





Vegetation Control and Debris Removal



Debris removal will include proper off-site disposal at sites to be identified by the contractor





Summary



Requirement Summary



Fence and Gates

- Breaches require rapid response

Roads and Bridges

- Roads must be maintained in order to provide access to assets and for patrol purposes

Drainage Structures and Grates

- Breaches require rapid response
- Debris removal required to prevent flooding and damage to infrastructure

Lighting and Electrical Systems

- Bulbs and fixture components need to be replaced in a timely manner
- Stolen wire, damaged poles must be replaced/repared

Vegetation and Debris Removal

- Requires clearing and disposal

Tactical Infrastructure maintenance and repair requirements vary from routine to urgent



Historical Data



Existing TI inventory is currently being updated as construction continues

- Refer to website for latest data www.cbp.gov/sbi
 - *This website is updated as more data becomes available*

TI maintenance and repair data exists; however current data is not necessarily an indication of future requirements

- Various factors such as traffic changes, shifts in illegal activities, and weather may affect the frequency and location of repair and maintenance along the Southwest Border

Ongoing collection of repair data and asset inventory will provide a foundation for future tactical infrastructure and operations and maintenance requirements



Constraints



Security



BP is not responsible for contractor security

BP agents will notify contractors working in the vicinity of known or expected security concerns to the best of their ability



Environmental Restrictions



- **CBP is committed to responsible environmental stewardship**
- **Contractor required to carry out assigned tasks in conformance with applicable Federal and state environmental laws, regulations, and DHS environmental policies**
- **Contractor may be required to obtain and comply with permits concerning, among other things, air and water quality and handling, transporting, and disposing of hazardous waste and conform to CBP Best Management Practices (BMPs)**
- **Specific BMPs include:**
 - Observing travel speeds
 - Collecting and properly disposing all wastes including concrete wash water
 - Using drip pans on motorized equipment
 - Keeping all activities within approved project corridor limits
 - Properly flagging the site perimeter and controlling soil erosion
 - Protecting endangered species and cultural sites
 - Reporting environmental Incidents
- **Specific examples of mitigation measures include cleaning up spills, dust suppression, and restoring damaged land outside the approved project corridor**



Considerations



Considerations



- **Contractor flexibility to meet TI maintenance and repair needs**
 - Urgent requirements
 - Routine maintenance
- **A framework for obtaining competitive pricing in the absence of historical data and requirements**
 - Volume, location, and timing
- **Technically competent partners**
- **Strategic acquisition objective for follow-on contracts**
 - Performance-based
 - Fixed-price
 - Cost savings



Considerations

- **Daily work routine will be governed in part by defined priorities**
 - BP-determined requirements
 - Workload expected to be a shifting mix (sometimes daily) between routine and urgent
- **Government will provide limited government furnished material (GFM)**
 - This GFM material is site specific
- **Contract(s) will be awarded as one-year, with two one-year options**
 - Follow-on contracts will be more performance-based, include fixed-price provisions, and longer term



Considerations



- **Anticipate large business utilize approximately 35% of small business**
- **Teaming is encouraged to distribute work and help achieve optimum cost control**
- **Quality control and reporting requirements will include digital photo reports (before and after) and GPS coordinates**
 - It is the intention of the Government to establish a centralized web-based database that will house relevant M&R data for TI work categories for all sectors during the life of this contract. The Contractor may be required to input data.



Example of a Web Based Form



Fence Repair Form - Mozilla Firefox

http://localhost:1518/Breach/Repair/Repair.aspx

Fence Repair Form

JRoth
[Logout](#)

Fence Breach Repair Form

Select the Breach Number:

FBN20081215-121525

- Home
 - Report a Breach
 - ELC Unresolved Breaches
 - EPT Unresolved Breaches
 - TCA Unresolved Breaches
 - YUM Unresolved Breaches
 - Historic Data Viewer
 - Repair Page
 - Enter Historical Data
 - Archival Data Entered

| SECTOR | STATION | PF/VF | LATITUDE | LONGITUDE | FENCE TYPE | DAMAGE EXTENT |
|--------|---------|-------|-----------|------------|------------------------------|---------------|
| EPT | FBN | PF | 30.718764 | 108.121324 | Primary Pedestrian Wire Mesh | 5 SF to 20 SF |

Repair Date:

Time Repair Was Completed:

Man Hours Needed: Hours Minutes Crew Size

Photos:

Before:

After:

Additional Information

| Su | Mo | Tu | We | Th | Fr | Sa |
|----|----|----|----|----|----|----|
| 30 | 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | 31 | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |



QUESTIONS??



Backup Slides



Background



SBI – a DHS comprehensive multi-year plan to secure US borders and reduce illegal migration

- **SBI net: responsible to develop, install, and integrate technology solutions**
- **SBI TI: physical assets, e.g., pedestrian and vehicle fence, roads, lights, and vegetation control**
- **Border Patrol sectors determine where TI assets must be located to reduce threat**
- **TI evolving as fence and more infrastructure is built**
- **M&R required for 3 reasons:**
 - willful destruction, deterioration, and maintenance**
- **SBI TI seeking to engage “mission-critical partners” to provide continuing maintenance and repair services along the Southwest Border**



SBI TI Background



- **Legacy Fence**

- Pre-SBI fence; intended to meet sector needs
- Sectors required to deal with environmental and real estate requirements

- **SBI TI Projects**

- **Pedestrian Fence – PF70**
 - Goal - construct 70 miles by 30 Sept 2007
 - Most fence in AZ; but some in CA and NM
 - Joint agreement between CBP and US National Guard (Operation Jumpstart), Boeing, and US Army Corps of Engineers
 - Exceeded goal: actually constructed 76.3 miles
- **Current fence construction – US Army Corps of Engineers multiple award task order contracts (MATOC)**
 - PF225 – construct 211 miles of pedestrian fence (all sectors except Laredo)
 - VF300 – construct 300 miles of vehicle fence all four states with majority in Arizona and New Mexico