

# Land Border Integration (LBI) Task Order Modification 007

## Statement of Work (SOW)

### 1. Background

Land Border Integration Task Order was awarded to Unisys in September 2010. Under the contractual requirements, Unisys provided a firm fixed price proposal to implement the LBI requirements. Based on changes that have occurred subsequent to the award of the LBI Task Order scope changes have been defined and additional requirements and adjustments recently identified – these are addressed in this request for Task Order modification. The Government’s intent is to acquire services to assist with the following;

- Task 1: Removal, relocation, procurement and installation of RFID and LPR equipment at San Ysidro supporting stacked booth implementation and re-construction efforts in the inbound lanes
- Task 2: Design and implementation of a modified PDN Pedestrian Re-Engineering solution to facilitate pedestrian crossings (3 lanes) at Otay Mesa
- Task 3: Design, procure and install Tier 2 solution at several outbound crossings. Activities for some sites are to be priced for each site as an option to exercise.
- Task 4: Install WHTI inbound lane and additional inspection technology at Wild Horse, Montana
- Task 5: Depending on available funding, exercise the operation and maintenance (O&M) option for May and/or June of 2011 and apply O&M credits identified in Mod 6 for unused period of operation
- Task 6: Definitize completed T&M activities under previously issued ATP actions
- Task 7: Procure, install the Mobile Operating Client, LPR license, configure and deploy additional MC75As to existing SWB sites

### 2. Scope

#### ***2.1. Task 1: Removal, relocation, procurement and installation of RFID and LPR equipment at San Ysidro supporting stacked booth implementation and re-construction efforts in the inbound lanes:***

The government is in process of rebuilding the Port of Entry (POE) at San Ysidro, CA. The port reconstruction activity will be accomplished in phases. Support is required during all phases of the reconstruction to ensure that inbound operations continue without interruption during the reconstruction effort and allow for continuous inbound inspections of vehicles and travelers crossing the border. One of the key elements of providing continuous inbound operations is the installation of stacked booths in the inbound lanes.

This effort requires the accomplishment of the following tasks:

- Procurement and installation of 10 additional lanes of stacked booth RFID equipment. Booths require the standard Stacked Booth configuration, which includes NEMA enclosures, network hubs, RFID readers and antennas for each lane.
  - The first 5 stacked booth equipment procurement and installation shall be accomplished as part of a FFP proposal and ATP that was issued August 17 entitled “Rapid procurement and installation of 5 lanes of Stacked Booth equipment at San Ysidro” by the Contracting Officer.
  - An additional 5 stacked booth RFID equipment procurement and installation will be accomplished as part of this modification requirement, to be completed by the end of October.
    - As a result of these activities and previous stacked booth support there will be up to 16 stacked booths in operation at any given time.
  - Government shall be responsible for the relocation of the stacked booths as well providing power and data cabling to the stacked booth. Local CBP staff will hook equipment to the network, unless Unisys staff is already on-site to assist.
  - The contractor shall remove WHTI LPR/RFID lane equipment in lanes 17 to 24 (October, 2011). The contractor shall plan to remove, pack and palletize for storage. Subsequent transportation and safe storage will be performed by the Government.
- Items 1-3 below are to be priced as options for the government to exercise at its discretion and as funding permits. Removal, packaging, and preparation for transportation to and from a government provided warehouse as well as installation and re-commissioning of WHTI LPR/RFID lane equipment in accordance with the phased construction schedule at San Ysidro to support the following activities;
  1. Unisys shall reinstall WHTI LPR/RFID lane equipment in the new lanes (formerly the 17 to 24 lanes) (April, 2012).
  2. As part of the reinstallation of lane equipment in new lanes 17-24, Unisys shall provide support for an additional 8 lanes of RFID stacked booth lane equipment (April 2012).
  3. Unisys shall remove WHTI LPR/RFID lane equipment in lanes 12 to 16 (April, 2012). Unisys shall plan to remove, pack and palletize for storage. Subsequent transportation and safe storage will be performed by the Government.
- Participate in design and coordination meetings related to the San Ysidro relocation of LPR/RFID lane equipment.

***2.2. Task 2: Design and implement modified Pedestrian Re-Engineering solution at Otay Mesa pedestrian lanes to facilitate pedestrian crossings***

The government proposes to implement a pedestrian reengineered solution leveraging the work accomplished for the Paso Del Norte (PDN) Pedestrian Re Engineering solution at Otay Mesa pedestrian lanes. The prime objectives are to;

- segregate travelers based on the type of documents they carry
- provide pre-information of traveler information to the inspecting officer before arrival at the booth,
- reduce dwell time for the travelers
- rapidly deploy a modified solution tailored to Otay Mesa requirements

The Pedestrian re-engineered solution shall be deployed to lanes 1, 2, and 3 in the Otay Mesa Pedestrian processing area. The solution will consist of 3 kiosks located approx 8' in front of primary booths. These lanes will be operationally named as "Ready Lanes" with the ability to process any RFID enabled travel document and to also have the flexibility to be used as a dedicated SENTRI lane based on operational requirements.

The modified solution at Otay Mesa will include the Pre Primary and Primary process area requirements only. There are no requirements to implement the Approach to Pre Primary area and Post Primary area requirements of the LBI SOW. The US Pedestrian application functionality will remain the same as El Paso PDN pilot and will be consistent with the Reengineered solution being deployed to PDN, El Paso – however, after an Admit/Refer decision has been made of the person being processed, the Officer shall click the 'Call Traveler' button to inform the next traveler to step forward to the primary booth - no automatic promotion to primary booth is required.

The following requirements are to be implemented for the modified re engineered solution for Otay Mesa POE.

### **2.2.1. Primary Processing**

Unisys shall design, implement and maintain a technology solution that effectively achieves the following objectives as travelers approach the Primary inspection booth:

- Unisys shall design, implement and maintain a solution that provides capability to more efficiently and accurately identify travelers at primary. Both the MRZ read and RFID capability shall be provided at the Primary Booth as a kiosk type solution.
- Unisys shall design the kiosk at the primary processing area in a manner to provide traveler with instructions on presenting document and directions for when to approach primary Officer. Additionally, the monitor for the kiosks shall provide instructions for the travelers presenting documents. There is no requirement for a touch screen type of solution.
- Unisys shall design, implement and maintain a solution that provides capability to more efficiently initiate primary name queries and reduce processing times.
- Unisys shall design, implement and maintain a solution that leverages existing investments in WHTI travel documents and make information associated with those documents available to the CBP Officer at the booth.
- Unisys shall propose a design that optimizes configuration of inspection booths to enhance security while maintaining unimpeded traffic flow. Unisys shall coordinate with GSA and local port authority for installation of power and data lines to the kiosks. The preferred method to install power and data is through trenching in the floor – this is to avoid tripping hazards and to maintain aesthetics of the port.
- Unisys shall design, implement and maintain a solution that provides capability to more efficiently initiate primary name queries and subsequently reduce processing times by ensuring that pre-information be available for the CBP Officer to review once the traveler's document is successfully read at the kiosk.
- There are no requirements to capture BIOMETRICS at primary processing area.

- Unisys shall remove (and ship to GTLF for storage) the existing SENTRI RFID reader and antenna in Booth 1.

The government will provide the following elements as GFE,

- Stanchions are not in scope and will be procured and installed by GSA/facilities based on port requirements and operational considerations
- Existing network connections will be available for the kiosk system

**2.3. Task 3: Design, procure and install Tier 2 solution at outbound crossings**

**2.3.1. Install Tier 2 solution at Existing Legacy Outbound LPR sites**

Unisys shall proceed to 100% design, procure, construct, install, test and implement Tier 2 outbound solutions for the following ports;

<b>OUTBOUND Port Location</b>	<b>No of LANES</b>	<b>Dual Use</b>	<b>Legacy Site</b>
<b>San Luis</b>	2	No	Yes
<b>Douglas</b>	2	Yes – one lane	Yes
<b>Eagle Pass 1</b>	3	No	Yes
<b>Eagle Pass 2</b>	2	Yes – two lanes	Yes

**2.3.2. Install Tier 2 solution at One Outbound Crossing (no Legacy Equipment)**

Unisys shall proceed to 100% design, procure, construct, install, test and implement a Tier 2 solution at DeConcini, Arizona Outbound port location supporting 2 outbound lanes. There is no requirement for dual use at this site.

<b>OUTBOUND Port Location</b>	<b>No of LANES</b>	<b>Legacy Site</b>
<b>De Concini, AZ</b>	2	No

The Tier 2 solution area will be Dual Use LPR systems (unless indicated otherwise) which is defined as being capable of detecting license plates located on POV and commercial vehicles and shall comply with Dual Use LPR requirements of the LBI SOW.

**2.3.3. Additional Tier 2 Outbound Installations (Optional Tasks):**

The Contractor shall “upgrade in place” Tier 2 (Dual Use LPR systems) solution at the following outbound locations. These installations will maximize the use of existing footprint of the installed legacy LPR system. The government requests that each site be priced as a separate line item. Government reserves the right to award the optional Tier 2 work for all, none or a partial list of sites based on the availability of funds. The proposed locations are summarized below:

<b>OUTBOUND Port Location</b>	<b>No of LANES</b>
San Ysidro, CA	7 (6 in use)

Calexico East, CA	2
Fabens, TX	1
Laredo, TX: Columbia	6
Rio Grande City, TX	2
Progreso, TX	2

Note: For San Ysidro port location, the task requires removal of 7 lanes of existing deployed legacy LPR's and installation of new Tier 2 outbound solution at 6 lanes only.

***2.4. Task 4: Install WHTI Technology and additional inspection technology at Wild Horse, Montana***

CBP and CBSA have initiated a pilot program extending the hours of service for both passenger and trade processing at the Wild Horse, MT Port of Entry with a goal to convert the Wild Horse port of entry to a 24/7 commercial port operation. The current hours of operation are 0800-2100 in the summer and 0800-1700 in the winter.

CBP is considering the feasibility of deploying inspection technology at Wild Horse POE in order to enable processing of travelers and permitted cargo after hours when the port is not staffed by CBP officers. The government proposes to implement additional inspection technology solution at the Combined Area Service Center (CASC) in Sweetgrass enabling CBP officers there to process vehicle travelers and pre-approved permitted cargo through Wild Horse POE.

The following requirements are to be implemented for the remote inspection capability at Wild Horse. The contractor shall:

- Design, procure, install, test and implement a LPR and RFID WHTI solution in one inbound lane at Wild Horse POE. The LPR system shall be designed for dual use (POV & commercial vehicles).
- Procure, install, test and implement solution to allow for inspection/interview of entering POV or commercial drivers by CBP officers located at the Sweetgrass CASC. This solution shall not require a driver to exit their vehicle to use the installed equipment for inspection or interview.
- Provide for a two-way audio, so the officer can converse with the traveler. This is critical, and the sound quality must be the best possible, so that there is minimal misunderstanding due to sound quality.
- Deploy dedicated camera/cameras for one-way video connection to the remote location which will allow the inspecting officer to:
  - View the driver's (POV and commercial) face and be of sufficient quality / resolution to allow the officer to visually match the driver at the crossing to any photographs available to the officer.
  - View any documents with sufficient clarity to allow all data on the document to be read by the officer. The officer will need to be able to manually query from the information on the document image if necessary.

- Procure and install two (2) Machine Readable Zone (MRZ) readers to allow the driver (POV and commercial) to scan any type of document with an MRZ (passport book/passport card/BCC/etc.). The installed solution shall have the following capabilities:
  - Shall allow for the accurate read of the MRZ of the presented or scanned document. In case the MRZ cannot be successfully read, the solution shall allow an image of the document to be scanned and sent to the officer at the CASC.
  - Scan of MRZ shall automatically initiate all necessary back-end Law Enforcement (LE) queries.
  - This solution shall be incorporated into the pre-existing dual-use booth (or adjacent to the booth) and shall withstand the extreme weather conditions of the location.
- Procure and install 5 PTZ cameras for use of viewing all aspects of vehicle at the booth and for scene-viewing of the area behind the entering vehicle. All cameras shall be pole mounted.
  - Assume fiber and fiber camera transmitter per PTZ
  - Assume trenching, laying of conduit, power and data lines. Pole installation is required.
  - Specific location of each camera will be decided on a visit to the site.
- Retrofit 3 vehicle gates (Edko-Safeglide) with gate openers. Provide for power, cabling and the ability for remote gate operation from Sweetgrass
- Install a conduit using horizontal boring or similar process from the nearest power source to the first gate at the POV
- Procure and install one (1) workstation with Vicon license and 1 dedicated phone line (2-way audio will use the phone and the gate will be opened via phone) at CASC Sweetgrass.

#### **2.4.1. Operation and Maintenance**

The Contractor shall provide maintenance service for deployed components. This will include technical services for scheduled preventative and unscheduled on-call maintenance to ensure the system remains fully operational. Support services shall include system upgrades and reprogramming to address equipment upgrades or other maintenance operations on the installed equipment and technology refreshment. The Contractor shall update the current system Maintenance Plan with recommendations for scheduled preventive and emergency maintenance/service, including quality control activities. Additionally the technical support shall include:

- Support for all systems that are part of the deployed solution. A technician will be available for on-site repairs.
- Self-diagnosis capability for each deployed component, so that any technical issues can automatically be reported.
- To the extent possible, the ability for remote repair of problems.
- Any problem not capable of remote repair will be responded to on-site within 24-hours.

#### **2.4.2. Service Level Objectives**

The Contractor shall provide system support services for the deployed equipment under the resulting modification to the contract that meet the service level objectives defined in the original contract between CBP and the Contractor. The Contractor shall achieve service availability objective of 99.5% of the time, excluding scheduled maintenance and outages due to electrical or network availability or other circumstances beyond the Contractor's control.

**2.5. Task 5: Operation and Maintenance**

Depending on the availability of funding, the government intends to exercise the O&M sub-options for May and/or June 2012, as identified in the execution of Mod 0005 and as depicted below:

O&M sub-option 1 (5/1-5/31/2012) – CLIN 0765 = (b) (4) ; CLIN 0766 = (b) (4)  
O&M sub-option 2 (6/1-6/27/2012) – CLIN 0765 = (b) (4) ; CLIN 0766 = (b) (4)

CBP shall use the O&M credit, as identified in Unisys' proposal to CBP in Mod 0006, in the event an option is exercised.

**2.6. Task 6: Definitize Completed Time and Materials (T&M) Work:**

Unisys shall provide final cost accounting for previously authorized T&M ATPs that have been completed but not yet incorporated into a contract modification.

**2.7. Task 7: Procure, install the Mobile Operating Client, LPR license, configure and deploy additional MC75A to existing SWB sites (Optional Task):**

Unisys shall price as an option, procurement of MC75A Outbound Hand held devices. The price should include price breaks that can be provided when ordered in following quantities:

Qty 1-10  
Qty 11-20  
Qty 21-50  
Qty >50

**3. Period of Performance**

- The desired (goal) completion date for Task 2 as defined in Mod 7 SOW shall be December 15, 2011
- For all other tasks, Unisys shall provide a proposed schedule of completion.