

**Facilities Management and Engineering
Border Patrol and Air & Marine Program Management Office**

Tactical Infrastructure Program

Is this a new Initiative? Expansion of Existing Program

Summary: The purpose of border fence construction is to provide persistent impedance to illegal cross-border activity and expedited access to the border which offers Border Patrol agents more time to respond to and resolve threats. Although it is possible to create a breach, or to climb over the fence, the delay in crossing provides agents with additional time to react, thereby increasing the probability of a successful law enforcement resolution.

Mission/Goal: Develop tactical infrastructure solutions for Border Patrol to effectively operate and secure the border between ports of entry.

Operational Outcome: Provide persistent impedance to illegal cross-border activity and improved access to enforcement zones.

Program Change Summary: The Tactical Infrastructure Program was established in 2007 to oversee the construction and maintenance of the fence and gates, roads, boat ramps and bridges, lighting and electrical, and vegetation and debris removal, primarily along the U.S.-Mexico border. The change proposed is to increase the infrastructure along both the Northern and Southern Borders to meet Border Patrol operational requirements.

Program Requirements: In order to meet the needs of the U.S. Border Patrol, the following requirements are necessary to meet persistent impedance along the border and to ensure timely response for border interdiction:

- New primary pedestrian fence along the northern and southern borders in Blaine, Spokane, Havre, Swanton, San Diego, El Centro, Yuma, Tucson, El Paso, Big Bend, Del Rio, Laredo and Rio Grande Valley.
- New vehicle fence along the northern and southern borders in the Big Bend, Spokane, Havre, Swanton, and Houlton.
- Replacement of primary pedestrian fence in San Diego, El Centro, Yuma, Tucson, and El Paso.
- New secondary pedestrian fence along the northern and southern borders in San Diego, El Centro, Yuma, Laredo, Spokane
- New roads along the northern and southern borders in El Centro, Big Bend, Del Rio, Laredo, Rio Grande Valley, Spokane, and Swanton.
- Repairs of existing roads along the northern and southern borders in San Diego, El Centro, Yuma, Tucson, El Paso, Big Bend, Del Rio, Laredo, Rio Grande Valley, and Spokane.

Table 1

Requirement Type	New Miles
New Primary Pedestrian Fence (PF)	(b) (7)(E), (b) (5)
New Vehicle Fence (VF)	
Replacement Primary PF	
New Secondary PF	
New Roads	
Repairs to Existing Roads	

Legislative Requirements: Assuming we will rely on section 102 of IIRIRA as the authority for the new fence and road construction, CBP has the authority it needs, including waiver authority, to complete the required fence construction. If the new legislation is under a different authority, that authority must include a new waiver provision or reference the Section 102 IIRIRA waiver provisions.

Enablers:

- Legal Considerations:

- (b) (5) [Redacted]

- Government Furnished Material (GFM) and Supply Chain:

- The Buy American Act restricts the purchase of supplies that are not domestic products requiring 50% of the components to be produced in the U.S.
- Exceptions include non-availability and unreasonable costs. In order to purchase steel at a reasonable cost, the CBP Head of Contracting Activity (HCA) will need to utilize FAR Part 25.2 to make a determination on cost reasonableness. Without a determination of cost reasonableness, there is a high risk of extremely high costs for steel.
- In order to ensure steel availability on time, at a lower cost and to avoid contractors competing for materials, CBP will establish a Supply Chain Management contract to purchase and deliver steel to the sites. Contract will be similar to the Boeing contract utilized during the prior fence construction programs.
- Procurement:
 - CBP continues to work with its service providers to establish Multiple Award Task Order Contracts (MATOC) and Indefinite Delivery Indefinite Quantity (IDIQ) Contracts to allow for an expedited contract award process for fence construction. As of November 1, 2016, the existing contract vehicles allow for \$167M in capacity for design and \$162M in capacity for construction. Based on timelines, an acquisition strategy will need to be fully developed.
- Other Considerations:
 - (b) (5) [REDACTED]
 - Substantial condemnation actions will likely be required across the Northern & Southwest Borders, especially for secondary fence
 - Locality dynamics (e.g. AZ vs. TX)
 - Statutory limitations
 - Prohibited from maintaining operationally critical county roads. Requires legislative change

Justification and Cost:

Tactical infrastructure provides persistent impendence to illegal cross-border activity and improved access to enforcement zones. Requirements identified by USBP include new tactical infrastructure construction, replacement of existing infrastructure, and repair of existing infrastructure. The Rough Order of Magnitude (Defined in the PMBOK 3 as (b) (5)) to

complete the requirements is \$ (b) (5) for base construction and \$ (b) (5) for repair and maintenance for the next 20 years.

Table 2

Requirment Type	New Miles	Acquisition/Initial Costs ROM (- (b) (5) Cost	Annual Tail Costs ROM (- (b) (5)	Total End State Cost
New Primary PF	(b) (5)	(b) (5)	(b) (5)	(b) (5)
New VF				
Replacement Primary PF				
New Secondary PF				
New Roads				
Repairs to Existing Roads				

Currently, CBP has approximately 654 miles of primary fence, 37 miles of secondary fence and 14 miles of tertiary fence. Current pedestrian fence includes a mixture of legacy fence designs such as (b) (7)(E) newer designs including (b) (7)(E), and the preferred design (b) (7)(E). Current vehicle fence includes primarily (b) (7)(E) designs.

Table 3

	Primary Pedestrian Fence	Vehicle Fence	Total Primary Fence
Big Bend Sector	4.6	0.2	4.8
Del Rio Sector	4.0	0.0	4.0
El Centro Sector	44.0	14.9	58.9
El Paso Sector	64.8	101.3	166.1
Laredo Sector	1.4	0.0	1.4
Rio Grande Valley Sector	54.9	0.0	54.9
San Diego Sector	45.9	0.4	46.3
Tucson Sector	71.8	139.4	211.2
Yuma Sector	62.9	43.8	106.7
TOTAL	354.2	299.9	654.1

Table 4

Sector	Pedestrian Fence				Vehicle Fence
	Primary	Secondary	Tertiary	TOTAL PF	TOTAL VF
Big Bend (BBT)	4.6	0.0	0.0	4.6	0.2
Del Rio (DRT)	4.0	0.0	0.0	4.0	0.0
El Centro (ELC)	44.0	0.0	0.0	44.0	14.9
El Paso (EPT)	64.8	13.4	4.0	82.3	101.3
Laredo (LRT)	1.4	0.1	0.0	1.5	0.0
Rio Grande Valley (RGV)	54.9	0.0	0.0	54.9	0.0
San Diego (SDC)	45.9	13.6	2.0	61.4	0.4
Tucson (TCA)	71.8	0.8	0.0	72.6	139.4
Yuma (YUM)	62.9	9.0	8.3	80.2	43.8
TOTAL	354.2	36.9	14.4	405.5	299.9

Requirements provided by USBP are in table 5 below and include mileage and sectors where requirements will be done. The construction schedule is to be determined based on final requirements, execution of the waiver, and land acquisition timelines.

Table 5

Sector	New Primary (PF)	New Vehicle (VF)	Replacement Primary (PF)	New Secondary (PF)	New Roads	Road Repair
Big Bend	(b) (7)(E), (b) (5)					
Blaine						
Del Rio						
El Centro						
El Paso						
Houlton						
Havre						
Laredo						
Rio Grande Valley						
San Diego						
Spokane						
Swanton						
Tucson						
Yuma						
Total						

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 (b)(6);(b)(7)(C)