

**Statement of Work - Addendum
Western Hemisphere Travel Initiative (WHTI)
Task Order (TO) HSBP1008J19873 MOD 010B**

1. Purpose:

The purpose of this modification is to amend the requirements of the original task order HSBP1008J19873 MOD 0010. Several tasks from the original task order are deleted and new tasks are added. The objective of the modification is to provide an **administrative realignment** of funds from CLINS where work was cancelled to new tasks, to be accomplished within the current period of performance without adding any new funds. HSBP1010J00108 MOD 0004 SOW will document remaining new work beyond that contained here. HSBP1008J19873 MOD 010B work will include full pricing for all new tasks listed below, except SELC support (task #3). Initial SELC support will be priced in MOD 010B to exhaust the remainder of the available funding credit of (b) (4) and the balance of required SELC Support will be priced as part of HSBP1010J00108 MOD P00004.

2. Scope:

Based on changes that have occurred subsequent to the submission of Unisys WHTI Contract HSBP1008J19873 Modification Number 10, the Government has identified several task areas that have to be added and several tasks of Mod 10 that have to be deleted. These are summarized below.

2.1 Task Additions:

1. Extension of contract staff to support Outbound Proof of Concept (POC)
2. Procure Additional Hardware for Outbound POC
3. Initial SELC Support
4. C-29 Site Survey and design
5. Stafford Facility pavement repairs / erosion control / Marion permit costs

2.2 Task Deletions:

1. Outbound lane site surveys / design – 12 sites
2. Inbound WHTI lane installations at four sites (Includes Alburg – see note** below)
3. Inbound WHTI lane installations equipment swap at Jackman, ME
4. Training at San Ysidro

2.3 Funding Credits for Task Deletions from MOD 10

CLIN	SITE	TASK	CREDIT
0765	San Ysidro	Training	(b) (4)
0776	Eastport, ID	Delete 1 lane	
0779	Portal, ND	Remove 2 lanes	
0786	Jackman, ME	Equipment swap: 3 NextGen for 3 WHTI New	
0793	Presidio, TX	Remove 2 lanes	
0805	Laredo, LJ Bridge	Outbound Sites SS/DD	

0806	Laredo, Columbia	Outbound Sites SS/DD
0807	Hidalgo	Outbound Sites SS/DD
0808	Eagle Pass Br 1	Outbound Sites SS/DD
0809	Eagle Pass Br 2	Outbound Sites SS/DD
0810	Rio Grande City	Outbound Sites SS/DD
0811	San Luis	Outbound Sites SS/DD
0812	San Ysidro	Outbound Sites SS/DD
0813	Calexico East	Outbound Sites SS/DD
0814	Progreso	Outbound Sites SS/DD
0815	Douglas	Outbound Sites SS/DD
0816	Fabens	Outbound Sites SS/DD
0818	OLPR POC	Admin pricing error – traffic safety devices

(b) (4)

TOTAL CREDIT

(b) (4)

Two CLIN “credit” items will be off-set against new work within the same CLIN. They are CLIN 0765 credit of (b) (4) and CLIN 0818 credit of (b) (4). These two off-set credit items equal (b) (4).

(b) (4)

Total credit realignment to different CLINS for new work (see “Realignment Worksheet” for details)

****NOTE:** Alburg lane removal credit of \$ (b) (4) from Base contract should be deobligated. Funding is not recoverable and will not be credited against new work.

3. Detailed Requirements

3.1 Details of New Tasks:

1. Extension of contract staff to support Outbound Proof of Concept (POC):

The original expected completion date (ECD) was June 2010, however the initial Government assumption was incorrect - that all necessary permits were already obtained from Fauquier and Stafford Counties from previous construction activities prior to contractor assumption of the GTLF lease. An unforeseen delay of three months to beginning GTLF construction activities was incurred as a result. Additional parallel delay was incurred in relation to Outbound POC solutions engineering development for establishing CTLF as an independent test facility, creation of Outbound POC Interface Control Document (ICD) as well as the modification of the VPAIS simulator for the integration of VPC with the Outbound POC solutions. (Additional justification details were previously submitted by Unisys as part of an ATP request to extend POC staff.)

As a result, we require the Outbound POC PMO contract staff (development, testing, logistics, documentation and support team) to be extended to allow full implementation of the POC.

2. Procure Additional Hardware:

As requirements have been refined for Outbound POC, additional hardware is required to be procured to support the OLPR development efforts.

- a. Handheld device (hardware) (Motorola MC75; QTY: 6)
 - b. Additional hardware required to support CTLF, GTLF and I-Lab wireless connectivity (Cisco 2106 wireless controllers; QTY: 3)
3. Initial SELC Support (Price to realign credit – balance will be priced in HSBP1010J00108, MOD: P0004)

The contractor shall support CBP SELC project tailoring process and technology insertion. The contractor shall provide resources to develop and provide all of the required documentation to ensure that the SELC process is fully adhered to and provide an expedited transition to production all systems currently in systems engineering.

4. C-29 Site Survey & Design:

Perform site survey, and develop a design and installation report to upgrade existing LPRs (legacy Perceptics IP940) at Checkpoint 29 (C-29) to the WHTI Lane Security Controller architecture to include (b) (7)(E) image capture capability and the ability to read WHTI compliant documents. QTY: 6 lanes

Subsequent C-29 equipment procurement, construction, installation will be priced as part of HSBP1010J00108, MOD: P0004.

5. Stafford Facility:

- a. Swale repair: Site visit by Fauquier County inspection officials identified unacceptable swale erosion outside of the construction zone and on each side of the runway/track that requires remediation. Specifically, the east and west side as well as a small denuded area on the east side of the track. Contractor shall extend limit of land disturbance and repair swales per Fauquier County erosion and sediment control regulations.
- b. Repairs to previously constructed pavement: Heavy construction traffic use has identified two areas of the pavement from the original construction activity that are sub-par, as evidenced by ‘alligator’ cracking, buckling and riveting from tire/wheels of construction traffic. Site visit by CBP/OIT personnel on June 1, 2010 confirmed and noted non-compliant foundation and ground layer thicknesses in two affected areas (one at north end and one at the south end). The areas are approximately 200 feet by 35 feet on the North end and 300 feet by 35 feet at the South end of the runway. To allow safe operation of the facility at high speed and to allow for timely permitting to meet schedule, the contractor is required to repair the two affected areas and bring the pavement into conformance with Fauquier and Stafford regulations for paving.
- c. County permit costs – Marion Construction Sub