

**From:** (b) (6), (b) (7)(C)  
**To:** (b) (6), (b) (7)(C)  
**Cc:** (b) (6), (b) (7)(C)  
**Subject:** FW: OMB Senate CIR Tasking v5 (b) (6) 021813 (2).docx  
**Date:** Tuesday, February 19, 2013 10:03:53 AM  
**Attachments:** [OMB Senate CIR Tasking v \(b\) \(6\) 21813 \(2\).docx](#)

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Team:

In the effort to be transparent, attached for your information is a data call that went out yesterday thru DHS, to OMB, on replacement Fence and Secondary Pedestrian Fence.

This is a data call. I'll keep you all posted and we'll look at what it will take to staff up.

No impact for right now. This is a response.

If you have questions, please let me know.

For now keep this close hold.

Thanks.

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Division Director, TI Division  
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(b) (6), (b) (7)(C)  
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*Excel as a trusted strategic partner enhancing Border Patrol's proud legacy.*

OMB/Senate Technical Assistance Request – Replace Vehicle Fence,  
Legacy Pedestrian Fence and Complete Segments O-1, O-2 and O-3  
and Construct Secondary Fencing Behind All PF and VF

DISCLOSURE: These responses have been informed by the experience of Pedestrian Fence (PF) 225 and Vehicle Fence (VF) 300 projects. CBP has not had sufficient time to complete an in-depth analysis of each segment of proposed fence construction with the U.S. Army Corps of Engineers (USACE). CBP has also not had the opportunity to coordinate with the CBP Office of Chief Counsel and the Department of Justice (DOJ) regarding the condemnation effort. Additionally, the timelines, estimates and assumptions detailed here assume the team that executed the PF225 project will execute these projects, allowing CBP to leverage their considerable technical expertise, experience and lessons learned.

This is a two-phased project.

Phase 1:

- Replacement of all Vehicle Fence (VF) with primary Pedestrian Fence (PF).
- Replacement of legacy landing mat, chain link or other legacy designed pedestrian fence with new PF.
- Completion of approximately 14 miles of primary PF originally planned under the PF225 project, referred to as segments O-1, O-2, and O-3 in the Rio Grande Valley.
- Total construction of fence is estimated at 361 miles.

Phase 2:

- Construction of secondary PF behind all existing PF, replaced legacy pedestrian fence, replaced VF and segments O-1, O-2 and O-3.
- Phase 2 will not be executed in parallel with the first phase due to a lack of real estate available which to construct fence.
- Total construction of fence is estimated at 665 miles.

**Phase 1 – Risks and Assumptions**

*Environmental*

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(b) (5)

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- (b) (5)

*Real Estate*

- (b) (5)

*Procurement Strategy*

- (b) (5)
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*Construction*

- (b) (5)
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*Staffing*

- (b) (5)

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- (b) (5)
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**Phase 1 – Concerns**

- (b) (5)
- CBP can identify nearly all endangered species if required.
- (b) (5)
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**Phase 2 – Risks and Assumptions**

*Environ*

- (b) (5)
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*Real Estate*

- (b) (5)

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- (b) (5)
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*Procurement Strategy*

- (b) (5)
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*Construction*

- (b) (5)
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*Staffing*

- (b) (5)

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- (b) (5)
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Phase 2 – Concerns

- (b) (5)

- CBP can identify nearly all endangered species if required.

- (b) (5)
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OMB/Senate Technical Assistance Request – Replace Vehicle Fence,  
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Cost Estimate to Complete Phase 1 & Phase 2:

	Existing Miles	Additional Required Miles	Estimated Cost per Mile	Estimated One-Time Environmental Mitigation	Estimated One-Time Land Acquisition	Estimated One-Time Labor Requirements	Estimated One Time Costs	Estimated Annual Recurring Costs	Estimated Total Cost (2013-2035)
Primary Pedestrian Fence	(b) (5), (b) (7)(E)								
Secondary Primary Fence									
Roads									
<b>GRAND TOTALS</b>									
ASSUMPTIONS									
(1) All estimates should be considered rough order of magnitude, -50/+100 as defined by the Project Management Body of Knowledge, Third Edition.									
(2) Primary fence mileage estimate assumes vehicle fence will be removed and replaced with primary pedestrian fence.									
(3) Primary fence design assumes an (b) (7)(E) fence with (b) (7)(E) foundation, secondary fence design assumes (b) (7)(E) fence with (b) (7)(E) foundation.									
(4) Cost per mile estimates for primary and secondary fence construction include construction and supply chain, planning/oversight, environmental planning, design, and real estate planning. Cost for risk/contingency is not included.									
(5) Cost per mile for primary pedestrian fence is based on average costs associated with the construction of PF225 fence, does not account for market fluctuations (e.g. increased fuel costs, labor, raw materials) that may increase cost to construct.									
(6) Cost per mile for secondary pedestrian fence assumes 60% of primary pedestrian fence costs based on a less robust construction requirement (see assumption 3) and economies of scale that may result in reduced costs.									
(7) Cost per mile does not account for site conditions not experienced during the construction of PF225, though impacts from unencountered site conditions are predicted to be minimal.									
(8) Roads estimate include (b) (7)(E) or (b) (7)(E) as well as factor of 30% to account for access roads necessary for fence construction.									
(9) Recurring costs assume a (b) (7)(E) useful life for pedestrian fence.									
(10) Estimates for "recurring costs" reflect average maintenance costs per mile of fence and roads and do not include funding requirements for existing infrastructure. Assumes the maintenance and repair costs at (b) (5) for fence per mile and (b) (5) for roads per mile annually.									
(11) Labor estimates include significant federal employee and contract support for project management and associated disciplines required to ramp up to construction capable as well as service provider PMO labor costs.									
(12) Outyear costs are calculated in 2013 dollars.									
NOTES									
(1) Costs associated with real estate actions including acquisition are not included in this estimate. As this fence would be constructed entirely outside the Roosevelt Reservation, all land would have to be acquired. CBP does not have an estimate for these costs at this time.									
(2) This estimate does not include any funding in support of DOJ for services for land acquisition.									
(3) Schedule, cost and possible access may be impacted on the Southwest borders due to negotiations with Native American Nations including the Tohono O'odham, Cocopah and Quechan.									

Funding Requirement Distribution:

	FY13	FY14	FY15	FY16	FY17	FY18	FY19 and Beyond
Phase 1 Fence	(b) (5)						
Phase 2 Fence							
Phase 1 & 2 Roads							
<b>GRAND TOTAL</b>							