

## **Request for Information Border Wall Product and Product Innovation**

### **Background:**

Executive Order (EO) 13767 calls for construction of a physical wall across the southern border of the United States. Over 180 border wall miles have been constructed since the signing of EO 13767.

The purpose of this RFI is to solicit ideas from industry and other partners for improvements to the anti-climb and anti-cut features of border wall.

Customs and Border Protection (CBP) recognizes that industry, other agencies, and other private entities may have interesting, innovative, and useful ideas that could be implemented to enhance and or improve mission essential operational deterrent capabilities related to the anti-climb/anti-cut features of the border wall and persistent impedance. Through the prototyping process in 2017-2018, it was identified that bollard style construction (steel slats) provided the best value and operationally effective border barrier solution to CBP.

CBP is constantly seeking to improve the effectiveness of the border wall and now is seeking further product improvements to the anti-climb/anti-cut features of the border wall barrier. To that end, and pursuant to FAR Parts 10 and 15.201, CBP is interested in receipt of information related to the following topics:

1. **Tools** to determine the best type of anti-climb and anti-breach attributes for the border wall for each sector of the Southwest Border. This would include the ability to tradeoff security capability, acquisition, life cycle cost, useful life and other factors. CBP is specifically looking for innovative wall designs that have the capacity to leap frog current technology to dramatically improve efficacy.
2. **Advanced Construction Methods** that could potentially help accelerate the construction/ deployment and reduce cycle time to completion, lag times, and cost factors related to anti-climb, anti-cut features.
3. **Sustainable Design Solutions** that improve factors like rate of deterioration, durability, and integrity of wall structure in light of environmental and geographic factors like rugged terrain, high temperatures, and potential wildfires. Specify what features you envision being incorporated into the design in tandem with the anti-climb and anti-cut features. Designs that account for the variability of the environment along the Southwest Border.
4. **Technology Innovation** that could be incorporated into the wall that would contribute to border security and Border Patrol Agent safety including but not limited to, sensors, cameras, or other ideas that would provide early warning on climbing or breaching attempts. Are there opportunities for cross-pollination to be gleaned from other areas of wall technology (sensors, cameras, artificial intelligence) to improve detection and

complement the anti-climb and anti-cut features of your design? Example: Advanced paint technology that would enhance ability of thermal sensors to recognize wall jumpers and improve detection.

5. **Private Party Construction:** CBP recognizes that private entities and non-governmental organizations also have an interest in supporting the mission of border protection, by deploying private wall solutions. Mainly, those parties that can arrange private financing, and private acquisition of land may have an interest in devising a wall structure that is consistent with government specifications. Possible locations include the following:
  - **San Diego primary barrier project (~3 miles)** - New primary located in a rural environment with A-1 legacy barrier located to the West. This is flat, low-lying valley terrain.
  - **San Diego secondary project (~.15 miles)** - New secondary located in a rural environment with A-1 legacy barrier located to the West. The terrain is relatively flat low-lying valley.
  - **San Diego secondary barrier project (~22 miles)** - New secondary located in a rural environment. This would complement existing primary barrier. The terrain is relatively flat to rocky/moderately mountainous.
  - **Yuma secondary project (~4 miles)** – New secondary located in both urban and rural environments. This would complement existing primary barrier. The terrain is flat to moderately mountainous.
  - **Tucson secondary project (~3.91 miles)** – New secondary located in a remote environment. This would complement existing primary barrier. The terrain varies here from rocky to moderately mountainous.
  - **Tucson secondary project (~10.52 miles)** – New secondary located in both urban and rural environments. This would complement existing primary barrier. The terrain is varying from flat urban areas to rocky and mountainous rural areas.
  - **Tucson secondary project (~25 miles)** – New secondary located in both urban and rural environments. This would complement existing primary barrier. The terrain varies here from flat urban areas to rocky and mountainous.
  - **El Paso secondary project (~47.92 miles)** – New secondary located in a remote environment. This would close gaps where there are temporary Normandy barriers. The terrain varying from flat plains to very mountainous.
  - **El Paso secondary project (~21 miles)** – New secondary located in a combination of urban, rural and remote environments. This would complement existing primary barrier. The terrain is moderately mountainous to rocky.
  - **El Paso secondary project (~1.64 miles)** – New secondary located in a combination of urban, rural and remote environments. This would complement existing primary barrier. The terrain is rocky to moderately mountainous.
  - **Del Rio primary pedestrian project (~8.55 miles)** – New primary pedestrian located in a remote environment. This area is currently devoid of existing barrier. The terrain is varying from rocky to moderately mountainous.

- **Del Rio primary pedestrian project (~25.37 miles)** – New primary pedestrian located in a remote environment. This area is currently devoid of existing barrier. The terrain is varying from rocky to moderately mountainous.
- **Del Rio primary pedestrian project (~10.9 miles)** – New primary pedestrian located in an urban environment. This would complement existing PF225 legacy primary barrier to the east. The terrain is varying from rocky to moderately mountainous.
- **Del Rio primary pedestrian replacement project (~1.84 miles)** – New primary pedestrian replacement located in both urban and rural environments. This area is currently devoid of existing barrier. The terrain is rocky to moderately mountainous.
- **Del Rio primary pedestrian replacement project (~.4 miles)** – New primary pedestrian replacement located in both urban and rural environments. This would complement existing PF225 legacy primary barrier to the east. The terrain is rocky to moderately mountainous.
- **Del Rio primary pedestrian project (~1.1 miles)** – New primary pedestrian located in both urban and rural environments. This area is currently devoid of existing barrier. The terrain is varying from rocky to moderately mountainous.
- **Del Rio primary pedestrian project (~9.8 miles)** – New primary pedestrian located in both urban and rural environments. This area is currently devoid of existing barrier. The terrain is varying from rocky to moderately mountainous.
- **Del Rio primary pedestrian project (~10 miles)** – New primary pedestrian located in both urban and rural environments. This area is currently devoid of existing barrier. The terrain is varying from rocky to moderately mountainous.
- **Del Rio primary pedestrian project (~6.6 miles)** – New primary pedestrian located in both urban and rural environments. This area is currently devoid of existing barrier. The terrain is varying from rocky to moderately mountainous.
- **Del Rio primary pedestrian project (~4.5 miles)** – New primary pedestrian located in both urban and rural environments. This area is currently devoid of existing barrier. The terrain is varying from rocky to moderately mountainous.
- **Del Rio primary pedestrian project (~5.5 miles)** – New primary pedestrian located in both urban and rural environments. This area is currently devoid of existing barrier. The terrain is relatively flat.
- **Del Rio primary pedestrian project (~17.63 miles)** – New primary pedestrian located in both urban and rural environments. This area is currently devoid of existing barrier. The terrain is relatively flat.
- **Del Rio primary pedestrian project (~2.8 miles)** – New primary pedestrian located in both urban and rural environments. This would complement existing PF225 legacy primary barrier to the east. The terrain is relatively flat.
- **Del Rio primary pedestrian replacement project (~1.14 miles)** – New primary pedestrian located in both urban and rural environments. This area is currently devoid of existing barrier. The terrain is relatively flat.

- **Del Rio primary pedestrian replacement project (~.26 miles)** – New primary pedestrian located in both urban and rural environments. This would complement existing PF225 legacy primary barrier to the east. The terrain is relatively flat.
- **Del Rio primary pedestrian project (~.03 miles)** – New primary pedestrian located in both urban and rural environments. This area is currently devoid of existing barrier. The terrain is relatively flat.
- **Del Rio primary pedestrian replacement project (~.23 miles)** – New primary pedestrian located in both urban and rural environments. This area is currently devoid of existing barrier. The terrain is relatively flat.
- **Del Rio primary pedestrian replacement project (~.17 miles)** – New primary pedestrian located in both urban and rural environments. This area is currently devoid of existing barrier. The terrain is relatively flat.
- **Del Rio primary pedestrian project (~5.25 miles)** – New primary pedestrian located in both urban and rural environments. This area is currently devoid of existing barrier. The terrain is relatively flat.
- **Del Rio primary pedestrian project (~2.04 miles)** – New primary pedestrian located in both urban and rural environments. This area is currently devoid of existing barrier. The terrain is relatively flat.

Outside parties with the appropriate resources, certification, conforming to relevant environmental and building regulations may have the technical capacity, and engineering competency to develop the border wall on private or public property. As an extension of its public service role, CBP seeks to provide best in class information regarding the Wall Structure through providing “guidance” for any such undertaking.

### **White Paper Format and Submission Requirements:**

White Papers should not exceed 5 pages and should outline the respondent’s capabilities/ability to meet the objectives outlined above and how they align to one or more CBP topic areas. An entity does not need to respond to every objective but may only be considered for those objectives that it addresses. If known, the papers should identify the largest obstacles to accomplishing the idea and proposed methods of overcoming the obstacles. Alternatives within a proposed model are encouraged. For topic areas 1-4, please document the forecast lifecycle of the approach in which you are recommending and provide a rough order magnitude cost forecast in FY20 dollars.

CBP may set up meetings (in person or telephonic) with respondents whose White Paper, in the opinion of CBP, have merit and value in further discussion. A response to this market research is not required to participate in future acquisitions. Similarly, CBP’s decision not to continue communications regarding a White Paper does not prohibit that respondent from participating in future CBP acquisitions or other topics identified by this or future RFIs.

Nonproprietary responses are preferred. Please note however, that CBP does not consider these responses unsolicited proposals nor does it intend to award a sole source contract from the

responses to this market research notice. Therefore, nonproprietary responses are of the most value to CBP as it proceeds forward with the border wall.

This RFI is for planning purposes only and should not be construed as a Request for Proposal or as an obligation on the part of the Government to acquire any services or hardware. Your response to this RFI will be treated as information only. No entitlement to payment of direct or indirect costs or charges by the Government will arise as a result of contractor submission of responses to this announcement or Government use of such information. No funds have been authorized, appropriated, or received for this effort. CBP may use the responses to inform its development of future border wall infrastructure requirements.

Interested parties are responsible for adequately marking proprietary or competition sensitive information contained in their response. The U.S. Government is not obligated to notify respondents of the results of this survey. The purpose of this RFI is solely to conduct market research. Classified information should not be submitted nor will it be accepted. The Government will not return any materials submitted.

Expression of interest and capability statements and all questions are to be emailed to: CBP, Program Management Office Directorate, Infrastructure Portfolio. Email: [cbpborderwallrfi@cbp.dhs.gov](mailto:cbpborderwallrfi@cbp.dhs.gov)

**Due Date and Time:** Expression of interest with White Papers will be considered on a rolling basis until the expiration of this announcement at 5 pm eastern standard time on June 12, 2020.