ATTACHMENT A

PROCUREMENT SUMMARY

SYSTEMS ENGINEERING SUPPORT SERVICES/ CONTRACT NO. AE47810E0128

1.	**Contract Number**: AE47810E0128			
2.	**Contractor**: SECOTrans (Joint Venture of LTK Engineering Services, NBA Engineering Inc., Pacific Railway Enterprises Inc., and Ramos Consulting Services, Inc.).			
3.	**Mod. Work Description**: Increase the Contract not-to-exceed funding amount.			
4.	**Work Description**: Systems Engineering Support Services			
5.	**The following data is current as of**: October 30, 2023			
6.	**Contract Completion Status**:		**Financial Status**:	
	Award Date:	**April 26 2018**	**Board Approved NTE Amount**:	**$95,282,000**
	Notice to Proceed (NTP):	**June 14, 2018**	**Total Contract Modification Authority (CMA)**:	**N/A**
	Original Completion Date:	**June 14, 2025**	**Value of Task Orders and Mods. Issued to Date**:	**$75,446,445**
	Current Est. Complete Date:	**June 14, 2025**	**Remaining Board Approved Amount**:	**$19,835,555**
7.	**Contract Administrator**: **Chelsea Bajorunas**		**Telephone Number**: **(213) 922-7243**	
8.	**Project Manager**: **Ron Tien**		**Telephone Number**: **((213) 418-3445**	

A. Contract Action Summary

On April 26, 2018, the Board of Directors approved award of Contract No. AE47810E0128 Systems Engineering and Support Services to SECOTrans (Joint Venture), in the amount not-to-exceed (NTE) $28,932,000, to supplement Metro's Engineering Department resources in providing engineering services for projects in varying stages of conceptual design, preliminary engineering, final design, bidding for construction, and design support during construction (DSDC), including the following: program management, quality, and computer aided design and drafting (CADD); design services concerning train control, communications systems, traction power, and overhead catenary systems (OCS); operational runtime simulation and modeling, corrosion control, system integration, facilities and system-wide electrical, facilities mechanical, facilities plumbing, and facilities fire protection. The Period of Performance for the Contract is seven (7) years from NTP plus three (3) one-year options to be exercised at Metro's sole discretion. This action is to increase the authorized funding for this Contract in the amount of $19,500,000, increasing the total authorized funding from $95,282,000 to $114,782,000.

Thirty- One (31) Task Orders and One Hundred Forty- Three (143) Task Order Modifications have been executed to date. Furthermore, Nine (9) Administrative Contract Modifications for zero dollars have also been executed to date. Additional level of effort and cost may not be incurred under the closed-out Task Orders and their associated Tast Order Modifications.

Since this is a multi-year contract, the Chief Program Management Officer and the Project Managers are responsible for budgeting costs in future years, including the exercise of any options. Consequently, funding for the award of the Supplemental Engineering and Support Services Contract was initially requested for the first two years and must be requested every two years subsequent to that for future work, contingent upon an updated annual work program and schedule.

The total contract amount will be the aggregate value of all task orders issued to the SESS Consultant through the term of the contract.

Contract No. AE47810E0128 is a cost plus fixed fee (CPFF) Contract.

B. Cost/Price Analysis

The negotiated cost and fixed fee or lump sum price for future Task Orders will be determined to be fair and reasonable based upon fact finding, technical evaluation, cost analysis, and negotiations, before issuing the task order authorizing the work to the SESS Consultant. Task Orders will be processed in accordance with Metro's Acquisition Policy and Procedures. A cost analysis will be performed for each Task Order, considering the Independent Cost Estimate, technical analysis utilizing labor, and indirect cost rates established in the contract.

The Systems Engineering Services estimated level of effort for the additional NTE amount of $19,500,000 was developed using the current master schedule, construction estimates, and completed work to date from the Program Management Project Controls Department. An estimated level of effort cost was determined for each project using past project costs, systems to civil project percentages along with historical rates. Depending on the type of transit project and the complexity, the percentages were derived from the overall construction costs to determine the systems construction and engineering costs. Systems engineering level of effort costs were distributed across each fiscal year according to the master schedule.