

41 U.S.C. 3102 et seq. and 40 U.S.C. 501, Services for Executive Agencies as implemented by FAR Subpart 8.405-6 entitled “Limiting Sources”.

Pursuant to the requirements of 41 U.S.C. 3102 et seq. and 40 U.S.C. 501, Services for Executive Agencies as implemented by Federal Acquisition Regulation (FAR) Subpart 8.4, and in accordance with the requirements of FAR Subpart 8.405-6, the justification for the use of the statutory authority under FAR Subpart 8.4 is justified by the following facts and rationale required under FAR Subpart 8.405-6(a)(1)(C).

1. Agency and Contracting Activity.

Department of Homeland Security (DHS), Immigration and Customs Enforcement (ICE), Office of Acquisition Management (OAQ), proposes to enter into a contract on a basis of other than full and open competition utilizing FAR Subpart 8.405-6(a)(1)(C) “Limiting Sources”

2. Nature and/or Description of the Action Being Approved.

ERO initiated the ICE Air and Ground Operations (IAGO) project to obtain insight into air and ground transportation operations and subsequently identify opportunities to improve operational efficiency and effectiveness. ICE has a need to continue the implementation of these opportunities in order to realize the maximum amount of cost savings from its contract initiatives. In order for the work to continue, a follow on order must be executed.

The initial requirement was solicited as a competitive procurement under full and open competition off the Mission Oriented Business Integrated Services (MOBIS) - Schedule 874. Request for Quotation (RFQ) HSCEDM-15-Q-00006 was posted to FedBizOpps (FBO) and 6 vendors submitted quotes. PricewaterhouseCoopers Public Sector LLP was found to be most advantageous to the Government and was awarded the two-year contract under HSCEDM-15-F-00085. PwC, subsequently, identified numerous transportation improvement opportunities pertaining to acquisition, fleet management, data collection, and reporting standardization.

Given the recently issued immigration-related Executive Orders (EOs), ICE will continue to face time-sensitive challenges requiring it to modify and scale its ground transportation operations. Accordingly, ERO must possess the organizational capabilities to institutionalize transportation management, scale resources for data analysis, and provide actionable insight to key ERO stakeholders. PwC developed a SharePoint-based IAGO Business Intelligence (BI) Tool to allow ERO to collect and analyze contractor ground transportation data across Field Offices. This tool will provide field/HQ stakeholders with transparency into ground transportation contract movements, ensuring that future acquisitions will efficiently meet ERO requirements while facilitating insight into transportation operations and enabling auditability for oversight authorities.

To achieve the savings associated with right-sizing ground transportation contracts, ERO requires uninterrupted operational support of its ground transportation network. ERO anticipates two ground transportation re-competitions will occur within the first few months of Fiscal Year (FY) 2018, requiring instant support with no ramp-up period. Furthermore, if ERO does not adequately monitor BI Tool implementation, it will forfeit future savings opportunities due to a lack of ground transportation information. A break in current contract service or delay in

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awarding a new contract would cause ERO to unnecessarily expend significant dollars in transportation contract services over the next five years.

The contract is a Firm-Fixed Price Contract. The estimated value of the additional work is \$2,841,600.00. The period of performance for the follow on work would occur from September 26, 2017 through September 25, 2018. The current PwC contract ends September 26, 2017. The PwC implementation of the BI tool is important to its future success. It is critical that this contract continue without interrupting the current work.

The Contractor for these services is PricewaterhouseCoopers Public Sector LLC (PwC). The business address for this company is: 1800 Tysons Blvd., 6th Floor, McLean, Virginia 22102-4257.

3. Description of Supplies and/or Services.

This follow on order allows PwC to continue to provide assistance to implement the IAGO solution frameworks and establish a ground transportation management capability.

During the course of the previous contract, PwC identified significant transportation data gaps (e.g., inconsistent G-391 forms, lack of a data collection process, inability to report accurate transportation costs, lack of visibility into the transportation routes network, lack of centralized HQ ground transportation management, etc.) and developed solutions ERO could implement to solve these issues. PwC created solution implementation frameworks, which were subsequently approved by ICE Senior Leadership. As part of the implementation, the PwC team began advising, developing and helping ICE to implement several large air and ground contract solutions, due to the impending contract re-competes. To continue implementing the recommended solutions over the next 12 months, ERO will need contract support for over 108 ground transportation contracts.

In addition to the transportation issues above, PwC also identified efficiencies in the Fleet Management area within ICE. PwC created a solution enabling ERO to formalize a fleet acquisition and management (FA&M) framework for right-sizing/right-typing the ERO fleet, expanding telematics use, and analyzing the costs/benefits associated with government versus contractor-owned vehicles. ERO will need the assistance of PwC SME's to implement this leadership-approved solution to standardize a process for vehicle acquisition and long-term budgeting.

The follow on contract will allow PwC to continue their support of the following tasks:

- 1) Acquisition and Operations Management: executing a series of support activities between OAQ and the field to utilize available BI Tool data to right-size and right-type ground transportation contracts;
- 2) Data Management: supporting continued IAGO BI Tool SharePoint site management to oversee contractor G-391 ground transportation data collection and analysis;
- 3) Data Enhancements: designing and implementing enhanced IAGO BI Tool capabilities;

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- 4) Ground Transportation Business Process Improvement: recommending ground transportation policy and governance structure enhancements to facilitate ERO-wide ground transportation activity coordination; and
- 5) Fleet Management: performing a comprehensive fleet lifecycle management assessment for ERO to provide recommendations on the right-sizing and right-typing of ERO’s fleet. The Contractor shall also provide integrated support that will enhance/augment ERO in the areas of strategy implementation, capability development, and Governance improvement.

PwC has gained extensive knowledge of and experience with all ERO transportation contracts, air and ground operations, G-391 data collection, reporting, and fleet management. This knowledge has become invaluable to the Government and is critical to contract re-competes requiring contract-specific analysis, understanding of cost break-down responses, and the ability to make informed contract negotiation recommendations.

4. A) Identification of Statutory Authority Permitting Other Than Full and Open Competition.

The statutory authority permitting other than full and competition is 41 U.S.C. 3102 et seq. and 40 U.S.C. 501, Services for Executive Agencies implemented by FAR Subpart 8.405-6 entitled “Limited Sources.”

B) Demonstration that the Contractor’s Unique Qualification or the Nature of the Acquisition Requires the Use of the Authority Cited.

Given the steep learning curve associated with ERO transportation operations proficiency, introducing a new contractor at this critical juncture would not only substantially duplicate costs to the Government, but also unacceptably delay fulfillment of agency requirements. PwC can begin performance immediately and fully understands the time sensitivity involved with certain ground transportation contracts requiring re-compete and the need to comprehensively support the now-live BI Tool.

PwC’s ICE Subject Matter Experts (SME) knowledge, coupled with its significant industry transportation and logistics experience, are critical to the contract re-competes requiring contract-specific analysis, understanding of cost break-down responses, and the ability to make informed contract negotiation recommendations. Timeliness is also a critical factor: PwC is already supporting 7 large contract re-competes and ERO needs its continued support through contract award. 5 more large contract re-competes are scheduled to begin in the next 6 months and necessary preparation will be critical before those begin. Introducing a new contractor at this vital juncture would seriously delay support to these contract re-competes, consequently depriving ERO of the opportunity to save significant money from implementing the contract recommendations.

5. A determination by the ordering activity contracting officer that the order represents the best value consistent with 8.404(d).

The pricing offered by PwC for this follow on order matches the rate that was determined as the best value under the competitive contract award. Re-Soliciting for these services will cause the Government to experience substantial delays in time and duplication of costs. ERO needs this unique immigration transportation subject matter expertise and skill level to effectively implement these critical, cost-saving solutions. The government considers the award of a follow on contract for these services as the best value to the government.

6. Description of Market Research Obtained.

Market research for the additional work was not obtained by the Government. The desired PwC analysis will facilitate procurements that are already ongoing, so time is more than usually of the essence. Although market research is often helpful in identifying potential vendors and providing cost estimates, it is less effective at estimating the speed of integration of a new contractor. In addition, integrating any new contractor into the current procurements would be less efficient than simply expanding the extending the relationship for another 12 months, since, as explained above, the expansion of the existing relationship does not require re-learning the intricacies of ICE's transportation programs. Finding a new contractor would result in substantial duplication of cost to the Government and will also provide unacceptable delays in fulfilling the agency's requirements. Therefore, the Government did not obtain market research in this instance since it could not lead to a quicker or more efficient result in this instance than awarding the additional work as a logical follow-on.

7. Any Other Facts Supporting Limited Sources Justification.

N/A

8. A Statement of the Actions, if Any, the Agency May Take to Remove or Overcome Any Barriers to Competition Before Any Subsequent Acquisition for Supplies or Services Required.

IAW FAR 8.405-6(a)(1)(C): In the interest of economy and efficiency, the new work is a logical follow-on to an original Federal Supply Schedule order placed in accordance with the applicable Federal Supply Schedule ordering procedures.

The Government anticipates taking over the data collection and analysis work required by this contract at the end of contract performance. If any additional work is required, the Government expects to compete that work.

9. Certifications.

I certify that the facts and representations under my cognizance, which are included in this justification, meet the Government's minimum need and that the supporting data, which forms a basis for this justification, is complete and accurate.

Requirements/Technical Personnel:

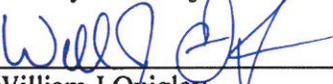


Technical Representative
Scott Lorick COR

9/19/2017
Date

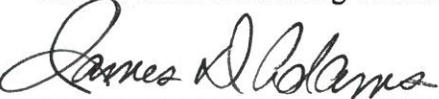
Contracting Officer:

I certify that this justification is accurate and complete to the best of my knowledge and belief.



William J Quigley
Section Chief/Contracting Officer

9/19/17
Date



James D Adams
Unit Chief

9/19/2017
Date

Concurrence:

ICE Competition Advocate

I concur with this justification



Albert Dainton
Deputy Chief Acquisition Officer

9/22/17
Date