



Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

OPERATIONS COMMITTEE
MAY 19, 1999

**SUBJECT: UNIVERSAL FARE SYSTEM (UFS)
SPECIFICATIONS CONSULTANT**

**ACTION: AWARD CONTRACT TO BOOZ-ALLEN &
HAMILTON INC. TO PREPARE UFS
SPECIFICATIONS FOR \$273,694**

RECOMMENDATION

Award a contract to Booz-Allen & Hamilton, Inc. to prepare specifications for UFS-compatible cash and electronic fare collection systems for the bus, rail and shuttle systems and for modification of the SCRRA Ticket Vending Machines (TVMs) to accommodate UFS transactions in the amount of \$273,694. This authorization is inclusive of an initial award for Phase I, Farebox specifications, and; Phase II, MTA and SCRRA TVM specifications.

RATIONALE

Specifications for the UFS-compatible farebox, ticket vending machines and shuttle electronic fare collection components must be prepared for inclusion in Requests for Proposals to procure compliant hardware and software.

FINANCIAL IMPACT

Funding of \$99,000 for this procurement is included in the FY 99 budget in cost center 4230, (Transit Planning Section of Countywide Planning, Regional Transportation Planning and Development), Project # 420002 (Professional and Technical Services), Task # 2440 (UFS Implementation Study Amendment). Since this is a multi-year contract, the Cost Center manager and Executive Officer will be accountable for budgeting the cost in future years, including any option exercised. The balance of the funding is included in the proposed FY 00 Capital Improvement Program (CIP) and Regional Transportation Improvement Program (RTIP). In FY 98, \$183,000 was expended for the Standard Regional Revenue Processing System Specifications, which will be incorporated into the new specifications.

ALTERNATIVES CONSIDERED

The alternative is to have MTA staff develop the technical specifications. However, MTA engineering staff time is fully assigned to procurement of the new buses. In addition, the other agencies of the UFS Task Force encouraged

Transportation Management System (ATMS) and be consistent with the ATMS architecture for items such as operating systems and diagnostic interfaces which allow for a single point of maintenance.

The independently prepared specifications are essential to ensure an objective procurement process for a series of system components. During the last fiscal year, MTA contracted for the preparation of specifications that described the electronic fare collection interfaces necessary to integrate the UFS electronic fare collection components with a farebox (Standard Regional Revenue Processing System Specifications, known as SRRPS specifications). The current specifications describe the necessary modifications and new components necessary to allow procurement of UFS-compliant fareboxes, ticket vending machines and shuttle systems. By incorporating the SRRPS specifications into the new specifications, potential vendors will have a complete description of the required hardware and software systems and configuration options.

The MTA Board has expressed its objective to award contracts for the MTA components by June 2000. Other operators also expect to initiate UFS procurements during FY 00. Award of the contract in May 1999 will enable the specifications to be completed on schedule. Delays beyond May will result in comparable delays in the awards of contracts for the MTA components.

PROCUREMENT SUMMARY

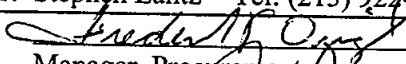
The RFP for the technical specifications was issued on February 1, 1999, to a list of eleven potential vendors. Due to the need to expedite the bus fare collection specification and the lack of availability of funds for Phase II, the RFP described a two-phased scope of work. Staff intended to award the Phase I contract and issue an amendment for Phase II once the Board approved the FY 00 budget. The MTA ATMS Steering Committee and the UFS Taskforce reviewed the draft Scope of Work and modified language to ensure future technological integration and regional scalability.


An addendum to the RFP was issued to clarify the minimum qualifications required for this RFP and address proposers' questions. One proposal was received by the submittal deadline of February 23, 1999. MTA staff and staff from other agencies that participate in the UFS Task Force constituted the Source Selection Committee. The Source Selection Committee reviewed the proposal and determined that Booz-Allen & Hamilton, Inc.'s proposal was technically acceptable.


During negotiations, the scope was expanded to incorporate two agency peer reviews and development of specifications for the modification of SCRRA TVMs to accept UFS media.

BOARD REPORT ATTACHMENT "A"
PROCUREMENT SUMMARY - RFP NO. PS-4230-0497 UNIVERSAL FARE SYSTEM PHASES I & II
NEGOTIATED PROCUREMENT BOARD DATE: MAY 27, 1999

1.	Independent Estimate \$295,000 Technical Specifications - Fareboxes and Ticket Vending Machines \$200,000 Peer Reviews and SCRRA Technical Specifications 95,000
2.	Recommended Vendor: Booz, Allen and Hamilton City: 523 West Sixth St, Suite 650, Los Angeles, CA 90014
	Total Dollar Amount: \$273,694 (includes cost for Peer Review & SCRRA TVM Specifications) Phase I 118,844 Phase II 154,850
3.	Description of Contract Services: Develop technical specifications for Fareboxes and Ticket Vending Machines in connection with the Universal Fare System
4.	Contract Type: Fixed Price
5.	RFP Issued: February 1, 1999
6.	Advertise Date: Limited Sources therefore, did not advertise
7.	DBE Participation Goal: N/A, There were no subcontracting opportunities
8.	No. of Notifications Sent to Vendors (postcards): none
9.	No. of Proposals Sent to Vendors: Eleven
10.	Pre-proposal conference date: Not held given limited sources
11.	No. of proposals submitted: One
12.	Date proposals received: February 23, 1999
13.	Negotiation record: Proposer names/offer: Booz, Allen and Hamilton - \$178,894 Source selection committee analysis: Booz, Allen and Hamilton's proposal was considered technically acceptable. Proposer Modified Price Proposal - \$273,694 (modified to include peer reviews and SCRRA specifications) Recommendation: Contract Award
14.	Protest Received: None
15.	Disposition of Protest/Appeal: N/A
16.	Pre-Qualification Completed? Yes
17.	Conflict of Interest Certifications Submitted to Ethics? Yes
18.	Audit Report Completed? Yes
19.	EO Evaluation Completed? Yes
20.	Contract Administrator: Susan M. Dove - Tel: (213) 922-7451
21.	Project Manager: Stephen Lantz - Tel: (213) 922-3046

Concur: 
 Manager, Procurement

Concur: 
 Director, Procurement

Concur: 
 Deputy Executive Officer, Procurement

MOTION BY DIRECTOR JOHN FASANA
ITEM# 13
MTA
OPERATIONS COMMITTEE MEETING
MAY 19, 1999

WHEREAS the impetus behind the Universal Fare System was to create a seamless county-wide transportation system where different fare structures among different modes and providers of transportation remained invisible to the rider,

WHEREAS the UFS technology provides a new and powerful platform to dramatically improve the performance of all existing bus and rail systems county-wide, and

WHEREAS the UFS opens new opportunities for the MTA to explore different fare structures and fare revenue administration practices to increase ridership as well as reduce operating costs,

WHEREAS the MTA Board has approved a motion by Director Antonovich directing staff to develop an MTA Fare Policy

I THEREFORE MOVE that:

1. The staff ensure that the exploration of a "cash-less" bus is evaluated in the consultants and/or staffs development of the UFS general specifications, and
2. Staff return in no later than 60 days with a schedule and scope for an MTA comprehensive fare structure, fare policy and fare administration study consistent with the schedule for the implementation of the UFS as well as the previously Board-adopted Director Antonovich motion.