



Metropolitan  
Transportation  
Authority

One Gateway Plaza  
Los Angeles, CA  
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**SUBJECT: METRO RAPID SYSTEM EXPANSION PROGRAM**

**ACTION: AMEND CONSULTING CONTRACT WITH  
TRANSPORTATION MANAGEMENT & DESIGN, INC.**

### RECOMMENDATION

Authorize the Chief Executive Officer to execute an amendment to Contract No. PS-4610-0547 with Transportation Management & Design, Inc. (TMD) to design and implement Phase IIA of the Los Angeles Metro Rapid Program for the period July 1, 2001 to December 31, 2003 in a firm fixed price amount of \$659,644, increasing the total contract value from \$416,469 to \$1,076,113.

### RATIONALE

On January 12, 2001, the Federal Transit Administration (FTA) approved Los Angeles as a first tier member of the Bus Rapid Transit (BRT) Consortium. The FTA applauded the successful Metro Rapid Program where bus riders experience significantly reduced travel times and more reliable service. The FTA also applauded MTA's efforts and interest in advancing improvements further with exclusive bus rapid transit.

On May 24, 2001, the MTA Board of Directors approved the Metro Rapid Program as a permanent transit mode for Los Angeles County. With this approval, staff was requested to return to the Board with a contract action to develop the Metro Rapid System Expansion Program and Phase IIA Implementation Plan.

As a member of the BRT Consortium, and with the success of the Metro Rapid Program, the MTA and City of Los Angeles have taken the national leadership role in determining the promise and direction of BRT. Expansion of Rapid Bus is a key element of the newly adopted Long Range Transportation Plan and \$92.3 million is included in the Constrained Plan element for implementation of 22 additional lines. As a result, it is important that the MTA design and implement Phase IIA of the Metro Rapid Program as quickly as possible such that federal (and State) revenue associated with the BRT initiative is obligated to Los Angeles for expansion of the Metro Rapid Program.

The proposed contract amendment will ensure the continued participation in the next phase of the team members who helped design and implement the very successful first phase – Transportation Management and Design, Inc. and its subcontractors.

## **BACKGROUND**

The MTA Board of Directors, following an initial feasibility study, initiated the Metro Rapid Demonstration Program in March 1999. Staff was directed by the Board to conduct the feasibility study in response to a visit to Curitiba, Brazil by MTA and City of Los Angeles officials. The Curitiba urban design and public transportation model has been widely praised internationally for its success and has been a major force in the Federal Transit Administration creation of a national Bus Rapid Transit (BRT) initiative. The feasibility study recommended that MTA, in partnership with the City of Los Angeles, conduct a demonstration along two-to-three major arterials that have strong ridership and unique characteristics to provide broad actual experience regarding the feasibility of full-scale deployment of BRT within the MTA.

Two Metro Rapid lines were implemented on June 24, 2000, coinciding with the opening of the extension of the Metro Red Line to the San Fernando Valley. Six months following implementation, the Metro Rapid Program was deemed a success. All seven of the program's original objectives either met or exceeded expectations, including reducing passenger travel times, increasing ridership, and attracting new riders.

The team assigned responsibility for the analysis and design of the first phase included the MTA's Planning and Operations departments, LADOT and a consultant team headed by TMD. TMD had responsibility for developing the implementation plan for the Rapid Bus demonstration program. TMD's subcontractor, Suisman Urban Design developed the design and system color scheme for the buses and stations. During Phase IIA, TMD will work with the MTA to develop criteria to assess candidate lines, develop a comprehensive implementation plan for approximately 6 or 7 lines, and provide technical support for implementation. The work will include finalization of routes and stops, schedules, layover locations and local service coordination. TMD's subcontractor will develop refinements to station and signage design.

## **FINANCIAL IMPACT**

Funding of \$660,000 for this professional and technical service contract is included in the FY 2002 budget in cost center 4610, Countywide Planning, project # 200403, Metro Rapid Program. 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.

## ALTERNATIVES CONSIDERED

The alternative considered was to issue a competitive procurement to design and implement Phase IIA of the Los Angeles Metro Rapid Program. Given the time constraints and unique qualifications of TMD, specifically the private license for the Hastus 5 scheduling software, this option is not recommended. Issuance of a competitive procurement contract could take approximately six months, thus significantly delaying the start-up and implementation of new Metro Rapid corridors.

## PROCUREMENT SUMMARY

In March 1999, the MTA Board approved a non-competitive procurement for Phase I of the Metro Rapid Program. Phase I included the planning, design, and implementation of Metro Rapid service in two corridors.

Based on the unique qualifications of the consultant and the time critical milestones, it was determined that the existing contract for Phase I should be amended for Phase II. An RFP was issued to TMD, and a proposal was received in response to this RFP.

## COST/PRICE ANALYSIS

PROPOSED PRICE	INDEPENDENT ESTIMATE	RECOMMENDED PRICE
\$659,644	\$660,000	\$659,644

The recommended price of \$659,644 has been determined to be fair and reasonable based upon cost analysis and pre-award audit performed by the Management Audit Services Department (MASD).

## SMALL BUSINESS PARTICIPATION

The MTA established a 5% SBE goal on Phase IIA of this procurement. The Prime Consultant, a certified SBE firm, proposed to perform the majority of the tasks with its own workforce and exceeded the goal by committing to 92.5% SBE participation.

**Award Amount: \$659,644**

Contractor	% Commitment	Paid to date Attainment	Project Completion	Current Status
TMD	92.5%	- 0 -	- 0 -	To be awarded
<b>TOTAL</b>	<b>92.5%</b>	<b>- 0 -</b>	<b>- 0 -</b>	

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