



BOARD OF DIRECTORS
MARCH 22, 2001

SUBJECT: METRO FREEWAY SERVICE PATROL

ACTION: AUTHORIZE THE CHIEF EXECUTIVE OFFICER TO AMEND CONTRACT FSP00A-14 BY \$85,685 TO INCREASE METRO FREEWAY SERVICE PATROL WEEKEND SERVICE

Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

RECOMMENDATION

Authorize the Chief Executive Officer (CEO) to amend Contract FSP00A-14 to increase Metro Freeway Service Patrol (FSP) Weekend service for a total amount not-to-exceed \$85,685.

Beat	Contractor	Contract	Contract Increase	Amended Contract Amount
14	Kenny's Auto, Bellflower	FSP00A-14	\$85,685	\$1,097,535

RATIONALE

The Metro Freeway Service Patrol (FSP) has been operating in Los Angeles County since 1991; it is the largest program of its kind in the nation. The Metro FSP helps improve mobility on freeways throughout Los Angeles County by reducing the time needed to respond and clear freeway incidents. The Metro FSP program consists of 41 beats (designated patrol areas) served by 145 tow trucks that provide motorist aid on over 400 miles of congested freeways during weekday peak hours, and on selected beats during weekday midday and weekends. Over 20 different private contractors perform this service for the Metro FSP program. Metro FSP service hours are typically: Monday through Friday on 41 beats (6-10am and 3-7pm); weekday midday service on 17 beats (10am-3pm); and weekend service on 15 beats (10am-6pm). Weekday midday and weekend service was instituted in early 1997 on a demonstration basis, and was included into the regular FSP operation in 1998. Overall, the Metro FSP operation has shown significant effectiveness. In 1999, Metro FSP provided an average of 30,000 vehicle assists per month. The latest cost-benefit analysis (PATH Model) developed by UC Berkeley in October, 2000 documented an average benefit-cost ratio of almost 15 to 1 for the Los Angeles Program, which is the highest ratio of all FSP local operations in the State.

FINANCIAL IMPACT

The current FY01 budget has sufficient funds to increase the recommended FSP Weekend service on April 1, 2001. The service increase shall continue through the existing contract termination date specified in Attachment A. The total contract service cost of the amendment is \$85,685. Future funding for the recommended increase in FSP service will be budgeted under Cost Center 3352, Project 300070, Account 50320, Task 2.03, Contract Services. Because this is a multi-year contract, the Executive Officer and cost center manager will be accountable for budgeting the cost in future years. The service increase is within the escalated budget forecast outlined in the Draft Long Range Transportation Plan.

ALTERNATIVES

The MTA Board may reject this action and maintain the current FSP service level for Beat 14 (2-midday, 0-weekend trucks). This option is not recommended as Caltrans is recommending weekend service based on increased congestion levels. The Board may also reject this action and approve the February, 2001 Board meeting recommendation for Beat 14 (1-midday truck, 1 weekend truck). This option is also not recommended as Caltrans has concluded that there is a need to maintain midday service at the current level and also to initiate new weekend service on Beat 14. Further, the decision to re-evaluate the level of FSP operation provided system-wide during the midday and weekend period was made at the request of the MTA Board of Directors in June, 2000, and the follow-up request to specifically review the latest traffic congestion information for Beat 14 was directed by the Board in February, 2001.

BACKGROUND

At the MTA Board of Directors meeting held on February 22, 2001, the Board directed the MTA to re-evaluate the congestion level of, and the new contractor's productivity relative to, of Beat 14's operation during the midday and weekend periods. The initial evaluation conducted by Caltrans based on 1998/1999 traffic volume and FSP performance data recommended a decrease in Beat 14's FSP midday service from 2 trucks to 1 truck and also recommended the initiation of weekend service with 1 truck on this beat.

Per the direction of the MTA Board, Caltrans again analyzed the congestion level and contractor performance data using the most current available information. Its findings are: an increase in traffic volume has occurred on the Beat 14 segment since 1998; and the FSP service assist rate by the current contractor (Kenny's Auto Service) is significantly higher than that of the previous contractor. Caltrans has thus revised its initial recommendation and states in its evaluation that not only is the added weekend service warranted, so too is maintaining the existing operation during weekday middays. The Caltrans analysis and recommendation is provided in Attachment B.

Caltrans reviewed traffic volume and capacity data for a representative periods in calendar year 2000 and averaged the hourly traffic volumes over a 24-hour period to determine if sufficient congestion was present during the midday and weekend hours. Caltrans completed the congestion evaluation and submitted its report to MTA on March 14, 2001.

PROCUREMENT SUMMARY

Based on the latest Caltrans analysis for Beat 14, FSP Contract FSP00A-14 will be amended to provide the recommended weekend service. The total contract amendment value shall not exceed \$85,685 as defined in Attachment A. The recommended contract amendment will allow the weekend service to begin on April 1, 2001.

COST/PRICE ANALYSIS

PROPOSED AMOUNT	RECOMMENDED PRICE	HISTORICAL PRICE
\$85,685	\$85,685	Not Applicable

The recommended price of \$85,685 for the amendment is based on the documented existing hourly unit rate as specified in the current contract. The unit rate was determined to be fair and reasonable during the procurement of the original contract.

SMALL BUSINESS PARTICIPATION

The MTA does not recommend a Voluntary Level of Anticipated MBE/WBE Participation on the Metro Freeway Service Patrol contracts that are locally-funded bids because the program involves service only. Customarily, tow truck drivers are also owner operators. Notwithstanding, Small Business Diversity participation data shows that 39% of the Metro Freeway Service providers participating in the program are owned and operated by small business enterprises.

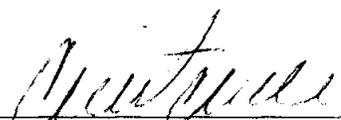
ATTACHMENTS

- A. Contract Amendment Summary
- B. Caltrans Beat 14 Analysis and Recommendation
- C. FSP Beat Map

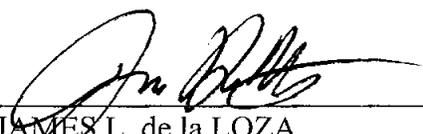
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