



OPERATIONS COMMITTEE
JULY 17, 2003

Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

SUBJECT: METRO FREEWAY SERVICE PATROL

**ACTION: AUTHORIZE THE CEO TO EXECUTE FOUR
AMENDMENTS TO INCREASE MIDDAY SERVICE FOR
THE METRO FREEWAY SERVICE PATROL PROGRAM**

RECOMMENDATION

Authorize the Chief Executive Officer to execute four amendments to increase midday service for the Los Angeles County Metro Freeway Service Patrol for a total amount not-to-exceed \$436,000.

<u>Beat</u>	<u>Contractor</u>	<u>Contract</u>	<u>Contract Increase</u>	<u>Amended Contract Amount</u>
11	Hadley Towing	FSP02A-11	\$153,000	\$1,158,350
19	Dale's Toe	FSP00A-19	\$42,000	\$1,629,888
30	Frank Scotto Towing	FSP02-30	\$125,000	\$1,356,651
37	Navarro's Towing	FSP02-37	\$116,000	\$1,114,673
		Total	\$436,000	

RATIONALE

In October 2000, Caltrans conducted an evaluation of all FSP beats at the request of the MTA Planning and Programming Committee to determine whether increased congestion levels warranted additional FSP midday and weekend service. The Caltrans report recommended a service increase of midday, weekend and/or both services on 17 contracted beats. Because of funding limitations, the recommended service increase was prioritized into two categories (priority 1 and 2). The Board approved an increase in midday service (5 beats) and weekend service (6 beats), which corresponded to the priority 1 listing of beats. The remaining beats recommended for an FSP service increase (priority 2) were not funded and therefore not implemented.

In March 2003, Caltrans' again reviewed the priority 2 beats to confirm that the service increase was still needed and viable. All of the priority 2 beats were again prioritized. The new prioritized list includes new peak service (no midday or weekend service) on the new Route 210 freeway segment (Claremont to the LA/San Bernardino County Line which opened in November, 2002) as priority 1, four midday service beats as priority 2, and four weekend service beats as priority 3.

The Los Angeles FSP program submitted this prioritized list of FSP beats to the South Coast Air Quality Management District (AQMD). The AQMD approved funding sufficient to enable the MTA to implement priority 1 and priority 2 beats. The AQMD awarded MTA a total of \$860K from \$1.9M that was earmarked by the AQMD for FSP service across its 4-county region.

The recommended amendments will allow the FSP program to initiate new midday service for up to two years on four of the existing beats effective August 1, 2003. Attachment A provides a financial summary of the contract amendments by beat. Attachment B provides a graphical representation of the midday service beats in Los Angeles County including the recommended four beats.

A separate two-year contract will be procured to initiate peak service along the new Route 210 freeway segment in Los Angeles County and will be brought to the Board for approval in the coming months.

A decision on whether to fund the four recommended midday service beats, after the two-year funding allocation from AQMD has expired, will need to be made in FY06 and submitted to the Board for approval during the annual MTA budget review and allocation process.

FINANCIAL IMPACT

Funding of \$436,000 is included in the FY04 budget under cost center 3352, Project 300070, Freeway Service Patrol. Since these are multi-year contracts, the cost center manager and Deputy Chief Executive Officer will be accountable for budgeting the cost for future years. In FY03, approximately \$14,200,000 was expended on this line item.

Funding for the new FSP midday service is provided (reimbursed) by the AQMD under the Mobile Source Air Pollution Reduction Review Committee (MSRC) fees levied on registered motor vehicle owners authorized under Assembly Bill, AB-2766.

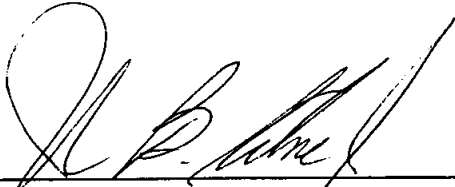
ALTERNATIVES CONSIDERED

The MTA may decide not to approve the amendments for the FSP program. This is not recommended as the MTA Board of Directors has advocated increases in FSP service in past years without specifically identifying outside agency funding needed to support the expansion of the FSP program. These amendments allow a two-year service increase with a minimal 25% local match requirement.

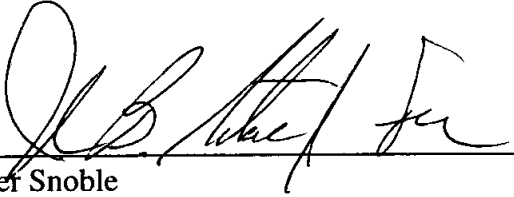
ATTACHMENT (S):

- A. Contract Amendment Summary**
- B. FSP Midday Service Beat Map**

Prepared by: Al Martinez, FSP Program Manager



John B. Catoe, Jr.
Deputy Chief Executive Officer



Roger Snoble
Chief Executive Officer

Attachment A
 AQMD - MSRC Project
 Contract Amendment Summary
 FSP Midday Service

Beat Contractor	Contract	Contract Start Date	Contract End Date	No. of Months 8/1/03 to End Date	Total Days (22/mo.)	Total Increased Hours	Hourly Rate	Contract Increase	Current Contract Amount	Amended Contract Amount
11 Hadley Tow	FSP02A-11	10/1/02	9/30/05	26	572	2860	\$50.00	\$153,000	\$1,005,350	\$1,158,350
19 Dale's Toe	FSP00A-19	11/1/00	3/31/04	8	176	880	\$43.98	\$42,000	\$1,587,888	\$1,629,888
30 Frank Scotto Towing	FSP02-30	7/1/02	6/30/05	23	506	2530	\$45.94	\$125,000	\$1,231,651	\$1,356,651
37 Navarro's Towing	FSP02-37	7/1/02	6/30/05	23	506	2530	\$42.84	<u>\$116,000</u>	\$998,673	\$1,114,673
Total								\$436,000		

METRO FREEWAY SERVICE PATROL

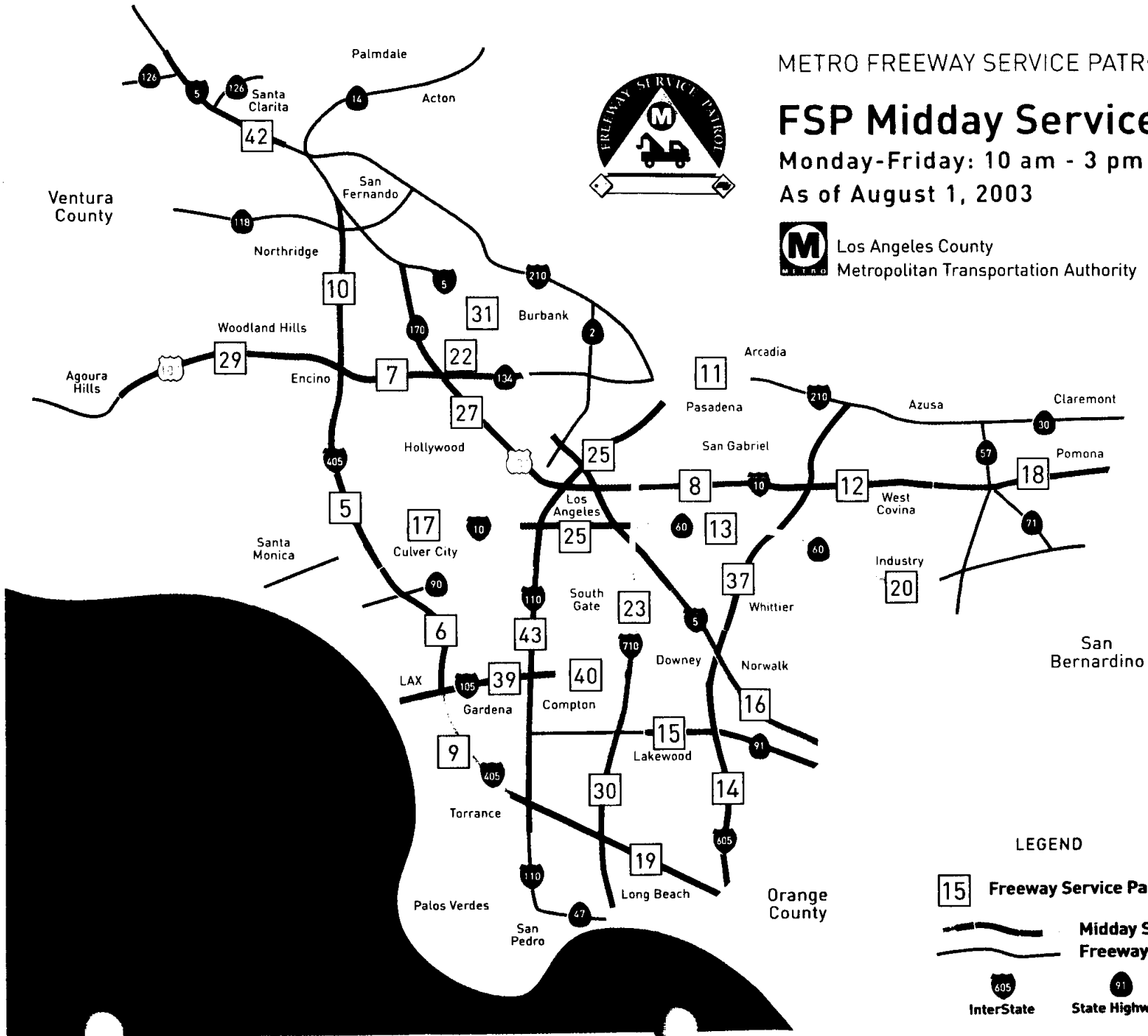
FSP Midday Service

Monday-Friday: 10 am - 3 pm

As of August 1, 2003



Los Angeles County
Metropolitan Transportation Authority



LEGEND

Map not to scale

15 Freeway Service Patrol Beat ID

Thick line Midday Service
Thin line Freeway without FSP

Interstate
 State Highway
 U.S. Highway