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**OPERATIONS COMMITTEE**

**RECOMMENDATION**

The Committee concurred with the staff recommendation to enter into negotiations with the City of Bell for non-revenue vehicle fleet maintenance services.

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July 24, 1995

TO: BOARD OF DIRECTOR

THROUGH: FRANKLIN E. WHITE

FROM: ARTHUR T. LEAHY *Meahy*

SUBJECT: **AUTHORIZATION FOR STAFF TO ENTER INTO NEGOTIATIONS AND CONCLUDE AN AGREEMENT WITH THE CITY OF BELL FOR NON-REVENUE VEHICLE FLEET MAINTENANCE SERVICES**

Los Angeles County  
Metropolitan  
Transportation  
Authority

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RECOMMENDATION

It is recommended that the Board of Directors authorize staff to negotiate and enter into an agreement with the City of Bell to perform preventive maintenance and repair services on the City's fifty-one (51) sedans, light trucks, and heavy trucks. These services will be performed at MTA's non-revenue vehicle maintenance and repair facility located in Downey.

DBE PARTICIPATION

Not applicable.

ALTERNATIVES CONSIDERED

The alternative is not to perform these services for the City of Bell. This is not recommended because contracting of MTA services will make efficient use of excess facilities capacity and will generate a revenue stream to offset operational costs.

IMPACT ON BUDGET AND OBJECTIVES

The maintenance agreement with the City of Bell will recover all MTA costs including overhead. During the first year of the agreement, approximately \$100,000 (pending final negotiations with the City) is projected to be generated. The agreement would be for a three-year period with three one-year options.

BACKGROUND

At the February 1995 Operations Committee meeting, Director Wilson suggested that MTA Operations study the feasibility of making available equipment maintenance and other services performed at the MTA to other transit operators and public agencies to efficiently utilize MTA facilities while generating revenue to help offset operating costs.

BOARD OF DIRECTORS

July 21, 1995

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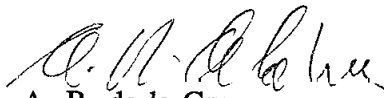
Accordingly, staff proceeded to respond to a Request For Proposal (RFP) from the City of Bell. Operations proposes to service the City of Bell's fleet, which consists primarily of sedans, light trucks and heavy trucks, at MTA's non-revenue maintenance facility in Downey. These services can be performed professionally, reliably, and in a cost-competitive manner by Operations Department staff. Staff from the Finance, Legal, Labor, and Risk Management Departments participated in the development of the bid.

On July 12, 1995, Bell staff reviewed the sealed bids of the three (3) respondents to the RFP. MTA submitted the low bid. The City of Bell is scheduled to discuss the contract award at its City Council meeting scheduled for August 7, 1995.

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