



Metro

Metropolitan Transportation Authority

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**OPERATIONS COMMITTEE
JUNE 16, 2005**

SUBJECT: METRO FREEWAY SERVICE PATROL

ACTION: EXECUTE TWENTY CONTRACT AMENDMENTS FOR A TOTAL AMOUNT NOT-TO-EXCEED \$3,526,122 FOR THE METRO FREEWAY SERVICE PATROL PROGRAM

RECOMMENDATION

Authorize the Chief Executive Officer to execute twenty contract amendments (See Attachment B for Contract Amendments Summary) for a total amount not-to-exceed \$3,526,122, inclusive of a 7% contingency, for the Metro Freeway Service Patrol (FSP) program.

<i>No.</i>	<i>Beat</i>	<i>Contract</i>	<i>Contractor</i>	<i>Affected Contract Period</i>	<i>Total Cost w/7% Contingency</i>
1	11	FSP02A-11	Hadley Towing	07/01/05 - 09/30/05	\$11,128
2	11	FSP05A-11	Hadley Towing	10/01/05 - 09/30/08	\$136,207
3	15	FSP04-15	Kenny's Auto	07/01/05 - 09/30/07	\$93,422
4	21	FSP02-21	California Coach	07/01/05 - 09/30/05	\$27,304
5	21	FSP05A-21	California Coach	10/01/05 - 09/30/08	\$406,254
6	24	FSP05-24	Jon's Towing	07/01/05 - 12/31/07	\$273,101
7	26	FSP04-26	ABA Towing	07/01/05 - 10/31/07	\$238,043
8	28	FSP02-28	California Coach	07/01/05 - 09/30/05	\$27,341
9	28	FSP05A-28	Navarro's Towing	10/01/05 - 09/30/08	\$363,051
10	30	FSP05A-30	Frank Scotto Towing	07/01/05 - 06/30/08	\$127,874
11	33	FSP02-33	TG Towing	07/01/05 - 07/31/05	\$8,291
12	33	FSP05A-33	TG Towing	08/01/05 - 07/31/08	\$314,400
13	34	FSP02-34	TG Towing	07/01/05 - 07/31/05	\$8,104
14	34	FSP05A-34	TG Towing	08/01/05 - 07/31/08	\$300,713
15	35	FSP03A-35	Girard & Peterson	07/01/05 - 06/30/07	\$166,903
16	37	FSP02-37	Navarro's Towing	07/01/05 - 07/31/05	\$3,189
17	37	FSP05A-37	Hadley Towing	08/01/05 - 07/31/08	\$133,536
18	38	FSP04-38	Bob & Dave's	07/01/05 - 10/31/07	\$270,248
19	41	FSP04-41	Hollywood Car Carrier	07/01/05 - 10/31/07	\$448,919
20	44	FSP04-44	Bob & Dave's	07/01/05 - 08/31/06	\$168,095

Total Cost with Contingency: \$3,526,122

RATIONALE

Under this recommendation starting in FY06, the FSP program will undergo a service expansion. The service expansion recommendation is in compliance with the FSP/SAFE Program Assessment and Strategic Plan, which was completed in FY05. Phase I (this recommendation) will provide midday and weekend service to freeway segments (beats) which currently do not have this service. Phase II (future Board action) will initiate new FSP service in the remaining areas of LA County that do not currently have FSP service (i.e. I-5 in Santa Clarita and Route 210 from Pasadena to San Fernando). Phase II will be forwarded to the Board for approval in the next FSP FY06 procurement cycle.

The intent of the Phase I service expansion is to provide a consistent level of service on all beats in LA County (See Attachment C, FSP Beat Map). The recommendation will establish daily FSP service (Monday – Friday) from 6am to 7pm and weekend service (Saturday and Sunday) from 10am to 6pm. The number of tow and service trucks will still vary depending on the day of week and hour of day, but there will be at least one tow truck available on every beat, on every freeway that currently operates FSP service, seven days per week during FSP service hours. The number of trucks available on peak, midday and weekend will be modified from the current 147-peak, 33-midday, and 28-weekend to 147-peak, 44-midday, and 42-weekend. The FSP service expansion will provide motorists with a consistent level of service across the LA County freeway network to address the increasing traffic congestion problems on our freeways.

The FSP programs' primary purpose is in relieving freeway congestion by assisting stranded motorists on LA County's freeway network. The hours of service have focused on peak traffic periods, which is typically morning and afternoon commute hours. In the twelve years since the FSP program has been operating, freeway congestion has slowly and steadily increased due to: population increases; more baby boomers operating vehicles in LA County; increases in commute distances because of affordable housing locales; increases in goods movement; etc. The peak commute hours have expanded linearly with increased congestion making midday and weekend traffic patterns much more like the previous morning and afternoon-only commute traffic patterns.

The FSP program was expanded in 1999 to provide limited FSP service during midday and weekend periods on select high volume freeway segments. The original service expansion produced very positive results, in that the number of motorists assisted during those midday and weekend periods was equal to, or in excess of the number of motorists assisted per truck-hour during peak commute periods. However, because only select areas were selected for service expansion, the motoring public has become increasingly confused as to when and where FSP service is provided.

FINANCIAL IMPACT

The Service Authority for Freeway Emergencies (SAFE) will fund the FSP service expansion under a reimbursed funding agreement with Metro. SAFE has allocated \$2,000,000 in FY06 to provide funding for both Phase I and Phase II of the FSP service

expansion as well as some seed funding to conduct feasibility studies for the expansion of heavy-duty incident management projects (Big Rig and Quick Clearance type demonstrations) on heavily congested freeway truck routes.

Funding of \$2,000,000 to support the FSP service expansion is included in the FY06 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.

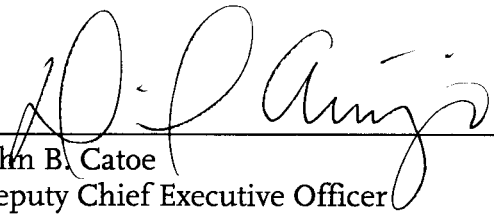
ALTERNATIVES CONSIDERED

Metro may decide not to approve the contract amendments for FSP service expansion. This is not recommended as the Board has advocated increases in FSP service in the past, including the I-710 Big Rig Tow Demonstration, without specifically identifying outside agency funding needed to support the authorized expansion of the FSP program. Since funding for the FSP service is entirely reimbursed by the SAFE Program, which has a dedicated funding source (\$1/year from every registered vehicle owner in LA County), there is no near-term financial impact to Metro in supporting the service expansion.

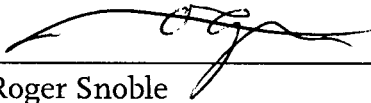
ATTACHMENT (S):

- A Procurement Summary
- A-1 Procurement History
- A-2 List of Subcontractors
- B Contract Amendments Summary
- C FSP Beat Map

Prepared by: Al Martinez, FSP Program Manager
Byron Lee, Director Freeway Services

for 

John B. Catoe
Deputy Chief Executive Officer



Roger Snoble
Chief Executive Officer

**ATTACHMENT A
PROCUREMENT SUMMARY**

METRO FREEWAY SERVICE PATROL

1.	Contract Number: Various FSP Numbers		
2.	Recommended Vendor: Various Freeway Service Patrol (FSP) Contractors		
3.	Cost/Price Analysis Information:		
	A. Bid/Proposed Price: \$3,526,122	Recommended Price: \$3,526,122	
	B. Details of Significant Variances are in Attachment A-1.D		
4.	Contract Type: Fixed Unit-Rate Contracts		
5.	Procurement Dates: Various		
	A. Issued:		
	B. Advertised:		
	C. Pre-proposal Conference:		
	D. Proposals Due:		
	E. Pre-Qualification Completed:		
	F. Conflict of Interest Form Submitted to Ethics:		
6.	Small Business Participation: No Recommendations		
	A. Bid/Proposal Goal: N/A	Date Small Business Evaluation Completed:	
	B. Small Business Commitment: 0.0% Details are in Attachment A-2		
7.	Invitation for Bid/Request for Proposal Data:		
	Notifications Sent:	Bids/Proposals Picked up:	Bids/Proposals Received:
8.	Evaluation Information:		
	A. Bidders/Proposers Names: N/A	<u>Bid/Proposal Amount:</u> N/A	<u>Best and Final Offer Amount:</u> N/A
	B. Evaluation Methodology: Methodology Details are in Attachment A-1.C		
9.	Protest Information:		
	A. Protest Period End Date:		
	B. Protest Receipt Date:		
	C. Disposition of Protest Date:		
10.	Contract Administrator: W. T. (Ted) Sparkuhl	Telephone Number: (213) 922-7399	
11.	Project Manager: Al Martinez	Telephone Number: (213) 922-2956	

**ATTACHMENT A-1
PROCUREMENT HISTORY**

METRO FREEWAY SERVICE PATROL

A. Background on Contractor

The Freeway Service Patrol (FSP) program consists of twenty-five (25) different contractors servicing approximately forty (40) individual freeway beats. Each contractor has varying years of experience ranging from three to five years experience up to twenty plus years. Vehicle towing and storage represents the major focus of every FSP contractor. However, several FSP contractors have ancillary businesses such as auto body repair and painting. Several of our current FSP contractors are repeat contractors and have multiple contract beats as well as towing service agreements (TSA) with the California Highway Patrol (CHP).

B. Procurement Background

All FSP contracts were procured through the sealed bid process. All FSP contracts are of three (3) year durations and are staggered allowing for multiple procurements during the FSP procurement cycle. All board recommendations for award were approved by the Operations Committees and approved by the Board of Directors. Contract awards were made to the lowest responsive, responsible bidders. In cases where lowest bidders were disqualified, contract awards were made to the next lowest responsive, responsible bidder. Nearly all FSP procurements experience at least one protest during the procurement process. All protests to date were resolved and upheld by the Office of Chief Executive Officer.

C. Evaluation of Proposals

All FSP procurements are standard procurements in compliance with the Metro Procurement policies and procedures. In past FSP procurements, a few bidders have been deemed non-responsive as a result of their failure to meet minimum qualification requirements as stipulated in the solicitation documents. Examples of non-responsiveness and non-responsibility are failure to submit pre-qualification applications and failure to submit vehicle registration documentation.

D. Cost/Price Analysis Explanation of Variances

Not Applicable for this proposed group of contract amendments.

**ATTACHMENT A-2
LIST OF SUBCONTRACTORS**

METRO FREEWAY SERVICE PATROL

PRIME CONTRACTOR –

The Diversity and Economic Opportunity Department (DEOD) has not made any recommendations for M/WBE Voluntary Anticipated Levels of Participation (VALP) for the FSP Program. DEOD has evaluated the FSP Program and determined that contracts are for towing services only and do not involve subcontracting opportunities. Each FSP contractor provides all the services, supplies, and/or equipment required for contract performance with minimal, if any, subcontracting.

Small Business Commitment

N/A

Other Subcontractors

N/A

Total Commitment N/A

**ATTACHMENT B
METRO FREEWAY SERVICE PATROL SERVICE EXPANSION
CONTRACT AMENDMENTS SUMMARY**

No.	Beat	Contract	Contractor	Affected Contract Period	Hourly Rate	Midday		Weekend		Total Cost w/7% Contingency
						Trks	Cost	Trks	Cost	
1	11	FSP02A-11	Hadley Towing	07/01/05 - 09/30/05	\$50.00			1	\$10,400	\$11,128
2	11	FSP05A-11	Hadley Towing	10/01/05 - 09/30/08	\$51.00			1	\$127,296	\$136,207
3	15	FSP04-15	Kenny's Auto	07/01/05 - 09/30/07	\$46.64			1	\$87,310	\$93,422
4	21	FSP02-21	California Coach	07/01/05 - 09/30/05	\$44.69		\$16,222	1	\$9,296	\$27,304
5	21	FSP05A-21	California Coach	10/01/05 - 09/30/08	\$55.95		\$240,026	1	\$139,651	\$406,254
6	24	FSP05-24	Jon's Towing	07/01/05 - 12/31/07	\$47.77		\$155,491	1	\$99,744	\$273,101
7	26	FSP04-26	ABA Towing	07/01/05 - 10/31/07	\$44.61		\$135,391	1	\$87,079	\$238,043
8	28	FSP02-28	California Coach	07/01/05 - 09/30/05	\$44.75		\$16,244	1	\$9,308	\$27,341
9	28	FSP05A-28	Navarro's Towing	10/01/05 - 09/30/08	\$50.00		\$214,500	1	\$124,800	\$363,051
10	30	FSP05A-30	Frank Scotto Towing	07/01/05 - 06/30/08	\$47.88			1	\$119,508	\$127,874
11	33	FSP02-33	TG Towing	07/01/05 - 07/31/05	\$41.89		\$4,398	1	\$3,351	\$8,291
12	33	FSP05A-33	TG Towing	08/01/05 - 07/31/08	\$45.94		\$179,166	1	\$114,666	\$314,400
13	34	FSP02-34	TG Towing	07/01/05 - 07/31/05	\$40.94		\$4,299	1	\$3,275	\$8,104
14	34	FSP05A-34	TG Towing	08/01/05 - 07/31/08	\$43.94		\$171,366	1	\$109,674	\$300,713
15	35	FSP03A-35	Girard & Peterson	07/01/05 - 06/30/07	\$45.45		\$118,170	1	\$37,814	\$166,903
16	37	FSP02-37	Navarro's Towing	07/01/05 - 07/31/05	\$37.25			1	\$2,980	\$3,189
17	37	FSP05A-37	Hadley Towing	08/01/05 - 07/31/08	\$50.00			1	\$124,800	\$133,536
18	38	FSP04-38	Bob & Dave's	07/01/05 - 10/31/07	\$47.74		\$159,380	1	\$93,188	\$270,248
19	41	FSP04-41	Hollywood Car Carrier	07/01/05 - 10/31/07	\$75.00		\$273,150	1	\$146,400	\$448,919
20	44	FSP04-44	Bob & Dave's	07/01/05 - 08/31/06	\$62.94		\$95,669	1	\$61,429	\$168,095
<i>Totals</i>							\$1,783,472		\$1,511,969	\$3,526,122

ATTACHMENT C FSP BEAT MAP

