



Board Report

File #: 2016-0096, File Type: Contract

Agenda Number: 28.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE SEPTEMBER 15, 2016

SUBJECT: METRO FREEWAY SERVICE PATROL

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a firm fixed unit rate Contract No. FSP57678900B60 to **Freeway Towing for Metro Freeway Service Patrol (FSP) heavy duty towing services Beat 60** in the amount of \$5,255,700 for 60 months; and
- B. AWARD a firm fixed unit rate Contract No. FSP5769100B61 to **All City Towing for Metro Freeway Service Patrol (FSP) heavy duty towing services Beat 61** in the amount of \$4,741,020 for 60 months.
- C. INCREASE the FY17 budget in Cost Center 3352 in the amount of \$2,019,002.

ISSUE

Recommendations A and B will replace two expiring heavy duty tow service contracts. Recommendation C increases the FY17 Freeway Service Patrol (FSP) budget due to initial project contract expenses.

DISCUSSION

The Metro FSP Big Rig service is an integral part of the countywide FSP program and is currently provided on two major large commercial truck corridors, the I-710 (Beat 60) and the SR-91 (Beat 61) freeways. The award of these two contracts will enable Metro to continue to provide a valuable tool in the region's on-going efforts to address congestion created by these larger vehicles.

FSP Big Rig provides free roadside assistance and towing services to disabled vehicles larger than 6,000 Gross Vehicle Weight Rating (GVWR). Each beat consists of two roving vehicles, a heavy-duty tow truck and a heavy-duty utility truck, that patrol their respective freeway segments on weekdays from 5 am to 7 pm. The services provided by FSP Big Rig are similar to the services provided by the FSP light duty service and include providing fuel, water, minor repair services, and towing assistance. FSP Big Rig drivers

performed 3,087 assists in 2015.

The FSP Big Rig service is part of the larger Metro FSP program which also provides light duty service on all freeways and ExpressLanes service via 38 tow service contracts comprised of 43 beats patrolled by 149 trucks providing service during peak commuting periods, and patrolling over 475 center line miles on all major freeways in Los Angeles County. The FSP program provides assistance to motorists with disabled vehicles weighing less than 6,000 GVWR on all major freeways and on the two ExpressLanes corridors. The service is provided by 22 independent tow service contractors and performs approximately 25,000 assists per month and, per the most recent statewide evaluation, provides a benefit to cost ratio of 10:1.

New Contract Award

The recommendation ensures that the two FSP Big Rig contracts are replaced and will continue to provide service for a period of 60 months.

The recommendation awards contracts to one current and one former FSP contractor each of whom provides or has /provided service on one FSP light duty beat. Contractors are eligible to operate up to two FSP contracts each based on the beat cap policy approved by the Metro Board on September 20, 2001. The award of the Big Rig contract will give one of the two proposers the maximum number of contracts allowed.

The overall cost of each contract to be awarded is higher than the current existing contract. The increase in costs is attributed to several factors: the two awardees do not have the capability of manufacturing their own vehicles as the current contractor was able to do; the implementation of Metro's Living Wage Policy; and market forces which, over time, have slowly increased program costs.

Once contracts are awarded, Contractors will have a 16 to 20-week mobilization period to complete the required startup activities in order to begin service. The following list comprises the majority of the activities that must be completed prior to providing FSP service:

- Purchase vehicle chassis and beds
- Build vehicles to FSP specifications (12-16 Weeks)
- Metro Radio Shop installation of communications equipment (2-3 Weeks)
- Hire and train prospective FSP drivers
- CHP testing and certification of FSP drivers
- Obtain program supplies
- Inspection and certification of contract vehicles

Once each contract is awarded, the contractor is responsible for coordination of vehicles/parts/equipment and the timing of these activities to ensure that they are completed prior to the start of contracted service.

Budget Amendment

Budget amendment authority for cost center 3352 is required to increase the FY17 budget by \$2,019,002 due to increased vehicle costs, the Living Wage Policy and other market forces.

DETERMINATION OF SAFETY IMPACT

The FSP Program enhances safety on Los Angeles County freeways by assisting motorists with disabled vehicles, towing vehicles from freeway lanes to prevent secondary accidents, and removing debris/obstacles from lanes that may be a hazard to motorists. During FSP operating hours, drivers provide specific services to motorists with disabled vehicles to get them safely back on the road or tow them to a designated safe location off of the freeway. FSP drivers patrolling their Beat locate and assist motorists in freeway lanes or along the shoulder significantly faster than it would take to call a private tow service. The FSP Program completes approximately 300,000 assists annually.

FINANCIAL IMPACT

A portion of the funding of \$9,996,720 for this program is included in the FY17 budget in cost center 3352, Metro Freeway Service Patrol, under project number 300070. However, it is necessary to increase the FY17 budget in the amount of \$2,019,002 for the upfront contract startup costs.

Since this is a multi-year contract/project, the cost center manager and Executive Officer, Congestion Reduction, will be accountable for budgeting the funds in future years.

Impact to Budget

The FSP program is funded through a combination of Proposition C 25% sales tax, State and SAFE funds. There is no impact to bus and rail operating or capital; Proposition A, C and TDA administration; or Measure R funds.

ALTERNATIVES CONSIDERED

The Board may decide not to authorize the execution of these contracts. This alternative is not recommended as it would result in interruption of the Big Rig FSP services thereby hindering staff's ability to manage non-recurrent congestion caused by trucks in the most cost-effective and efficient manner.

NEXT STEPS

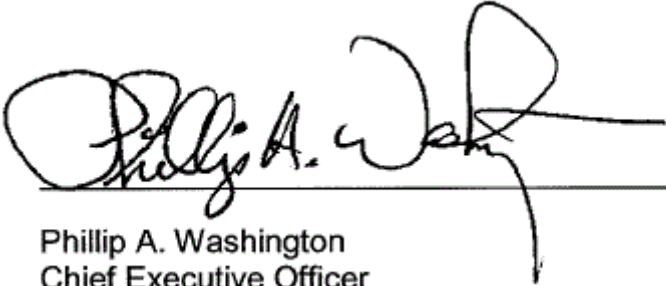
Upon Board approval, staff will execute the new contracts with Freeway Towing and All City Towing and budget amendment.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - FSP Beat Map
Attachment C - DEOD Summary

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