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Los Angeles County
Metropolitan Transportation Authority

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**PLANNING AND PROGRAMMING COMMITTEE
June 18, 2014**

SUBJECT: CALIFORNIA HIGHWAY PATROL FUNDING AGREEMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

Authorize the Chief Executive Officer (CEO) to execute an agreement for FY15 with the California Highway Patrol (CHP) to provide services in support of the Metro Freeway Service Patrol (FSP), Big Rig Service Patrol, and ExpressLanes FSP programs in an amount not to exceed \$1,290,000.

ISSUE

Metro in partnership with the CHP and the California Department of Transportation (Caltrans) operates and manages the FSP program. The FSP program is designed to reduce congestion and improve mobility on Los Angeles County freeways by assisting motorists of disabled vehicles throughout the region. This program includes FSP (light duty), Big Rig Service Patrol, and ExpressLanes FSP projects. CHP's role in support of all three programs is to provide dispatch, field enforcement, inspections, operator training/certification services and incident management support. A funding agreement with CHP is needed to ensure a continued level of support services from CHP to enable Metro to operate the FSP program.

DISCUSSION

Freeway and Big Rig Service Patrol

CHP receives an annual funding allocation from the State to cover the cost of supporting the FSP and Big Rig Service Patrol programs; however, historically, state funding has not been sufficient to meet the needs of these programs in Los Angeles County. Therefore, it is necessary for Metro to augment the state funding to ensure that we maintain an effective level of CHP support to properly manage and operate the current FSP and Big Rig programs.

The Metro FSP program has been in existence since 1991 and is currently the largest program of its kind in the nation providing approximately 300,000 assists per year via 170 tow and service vehicles, 43 individual multi year tow service contracts with 25 tow service providers. In January 2014 the Board awarded the first FSP Regional tow service contract. The Regional contract consolidates 6 smaller individual tow service contracts into a single larger contract operated by a qualified regional contractor.

ExpressLanes

Metro ExpressLanes FSP provides critical congestion mitigation services as well as quick clearance of non-injury accidents. Metro began operation of the Metro ExpressLanes project along the I-110 freeway in November 2012 and the I-10 freeway in February 2013. These tolled lanes are designed to allow motorists to travel and maintain a minimum speed through the respective corridors during peak commuting periods. In support of the ExpressLanes project, Metro has operated a dedicated tow operation designed to minimize response times and the impacts of incidents on the ExpressLanes to ensure travel speeds. Similar to the FSP program, these vehicles are responsible for supporting the prompt and efficient removal of incidents along the ExpressLanes and CHP is responsible for field supervision, driver training/certification and inspections. Despite these similarities, the ExpressLanes tow service is a dedicated, separate and distinct service from the FSP Program, primarily due to the operational requirements and capabilities. As a result, services will be needed from CHP to specifically support the ExpressLanes tow operations.

For FY15, staff negotiated with the CHP to maintain the same level of support as was provided in FY14 for an amount not to exceed \$1.29 million. This consists of the following:

- \$980,000 to support the current FSP and Big Rig programs as well as the start of the Regional contract in mid-2014.
- \$10,000 to support the completion of the I-405 Widening Project and provide coverage during extended freeway closures.
- ExpressLanes support of \$300,000 based on the current schedule.

For FY15, Metro and Caltrans will fund the following CHP positions:

FSP Positions	Metro Funded	Caltrans Funded
CHP Officers	4	3
CHP Sergeant		1
Associate Governmental Program Analyst	1	
Public Safety Dispatchers		7.25
Public Safety Dispatch Supervisor		1

This agreement also provides additional funding of overtime support for FSP Supervision, I-405 Widening Project Supervision/Dispatch, ExpressLanes Supervision/Dispatch/Training/Inspections.

CHP support is important to maintaining the overall effectiveness of the FSP and Big Rig programs. CHP's role in field supervision, dispatching and training helps to ensure the overall quality of the programs and services provided to the motoring public. Listed below are a few of the activities, performed by CHP staff dedicated to the FSP program in FY2014:

Activity	Quantity
Cursory Inspection (Driver & Vehicle Spot Inspection)	1,044
Staging Area Inspection (Start of Shift Inspection)	800
Annual Vehicle Inspection (Annual Vehicle Compliance & Safety Inspection)	210
In-Field Contact & Interviews with Drivers	9,026
Complaint Investigations	73
Total Fines Levied & Recovered from Contractors Due to CHP Activity	\$93,115

DETERMINATION OF SAFETY IMPACT

The FSP Program provides a vital service to assist motorists with disabled vehicles on the freeways of Los Angeles County. 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. As a vital partner to the FSP program, the CHP provides important support to the program in form of driver training, field supervision, and dispatching. Without this additional funding, it would not be possible for CHP to maintain the current level of support and for the FSP program to continue to provide current service levels on L.A. County freeways. The FSP Program completes approximately 300,000 assists annually.

FINANCIAL IMPACT

Funding of \$1,290,000 for this agreement is included in the approved FY15 budget in cost center 3352, Freeway Service Patrol.

IMPACT TO ENTERPRISE FUND BUS AND RAIL OPERATING BUDGET

There is no impact to the Bus and Rail Enterprise Fund. The Metro Freeway Service Patrol program is funded through a combination of Proposition C-25%, State, SAFE and AQMD Grant funds.

ALTERNATIVES CONSIDERED

The Board may decide to not approve the execution of this agreement. This alternative is not recommended, as it would decrease the amount of resources provided by the

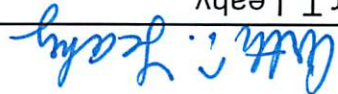
CHP in support of FSP, which would negatively impact the operation and effectiveness of the FSP program.

NEXT STEPS

Upon approval, CEO will execute the agreement with CHP.

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