

# Freeway Service Patrol

## Program Trends & Upcoming Procurement

Operations Committee

June 10, 2016

Stefanie Pow – MTC SAFE

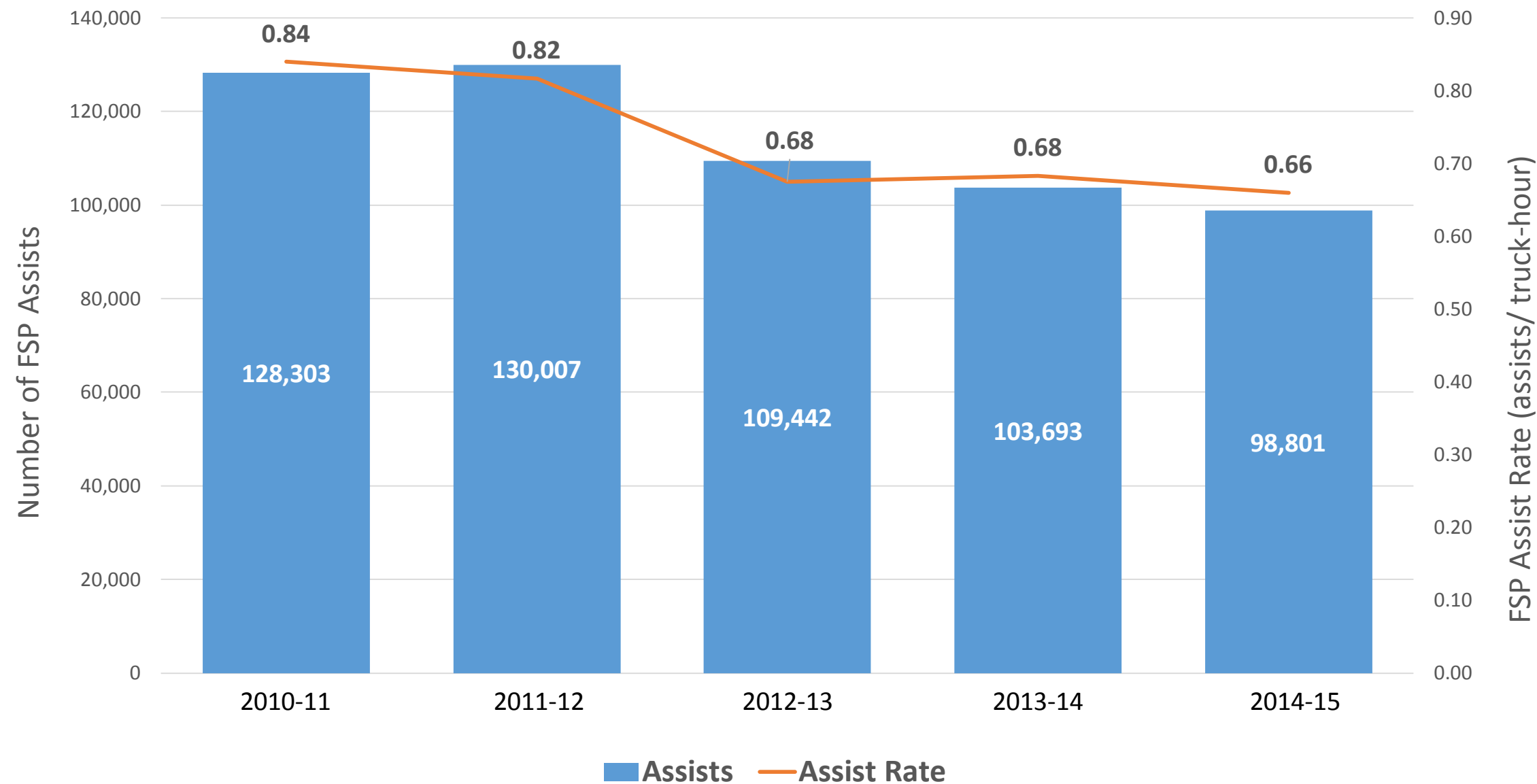


# Program Trends over 5 Fiscal Years

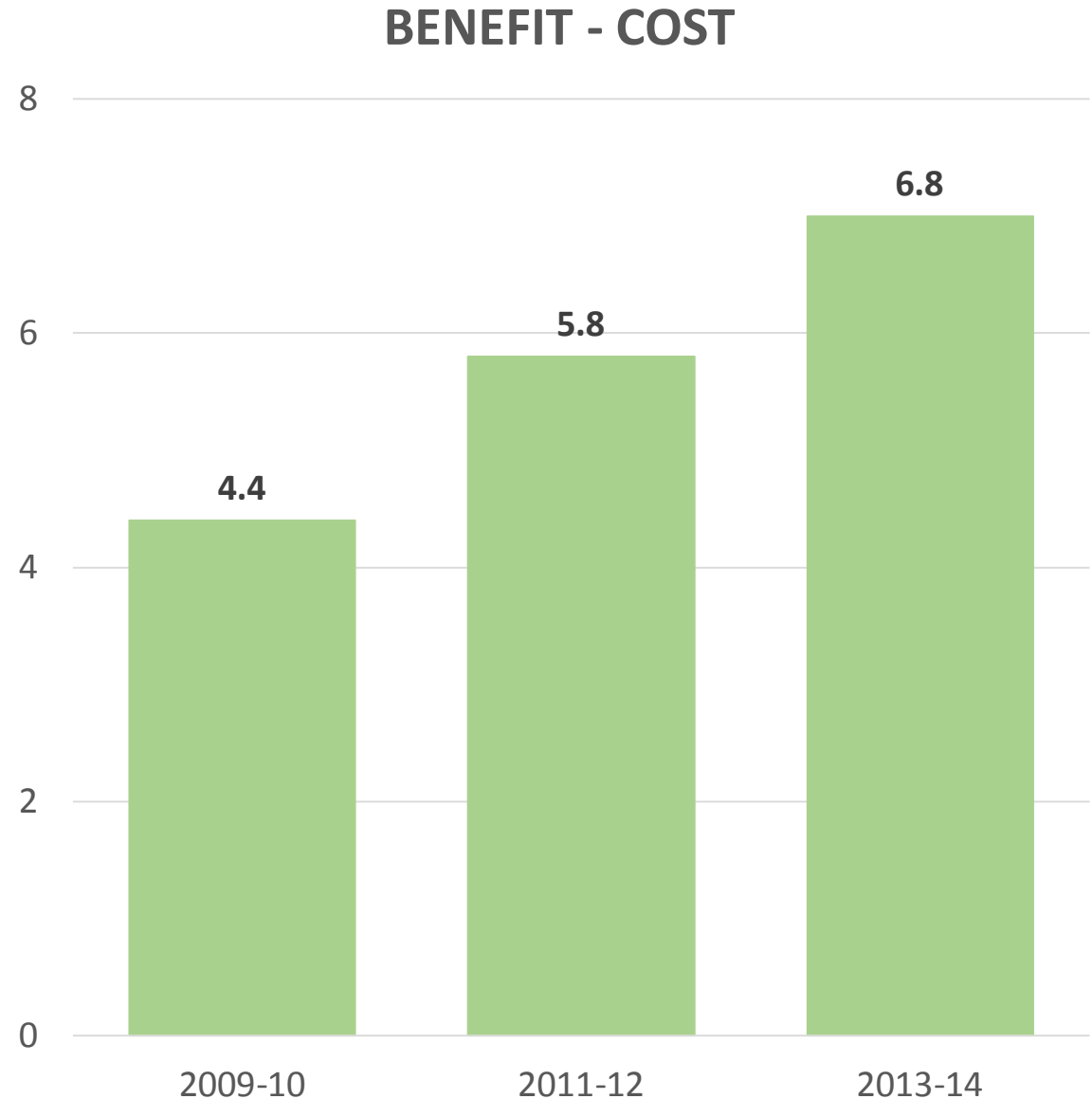
FY 2010-11 through FY 2014-15



# FSP ASSISTS & ASSIST/TRUCK HOUR

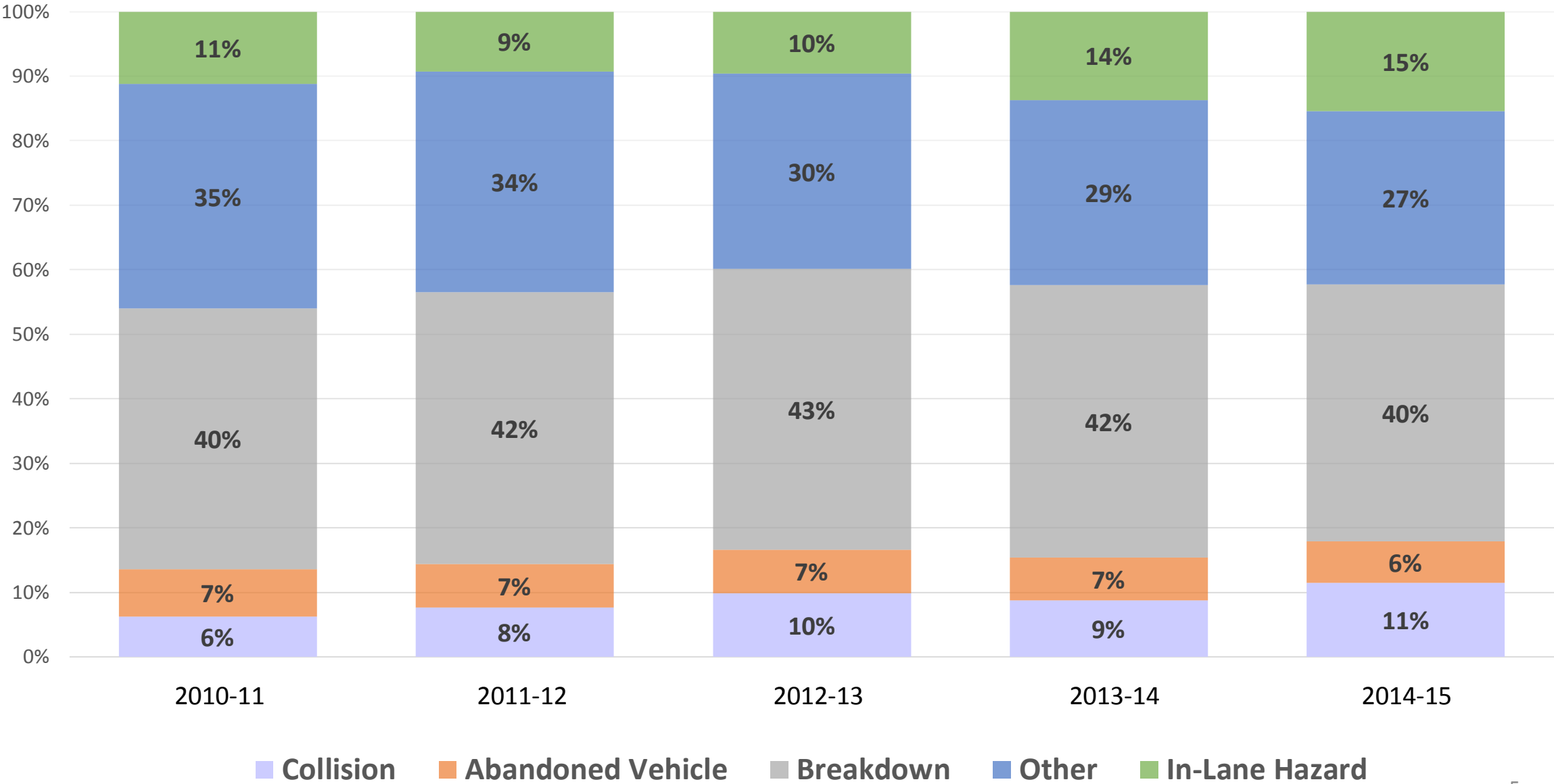


- ◇ Overall decline in assists, also statewide
  - Possibly attributed to enhanced vehicle technology and improved safety features on freeways
- ◇ However, benefit-cost ratio is increasing due to the program adjustments made over the last 3 procurements
- ◇ Additional modifications to address congestion patterns, available funding, and assist trends in future



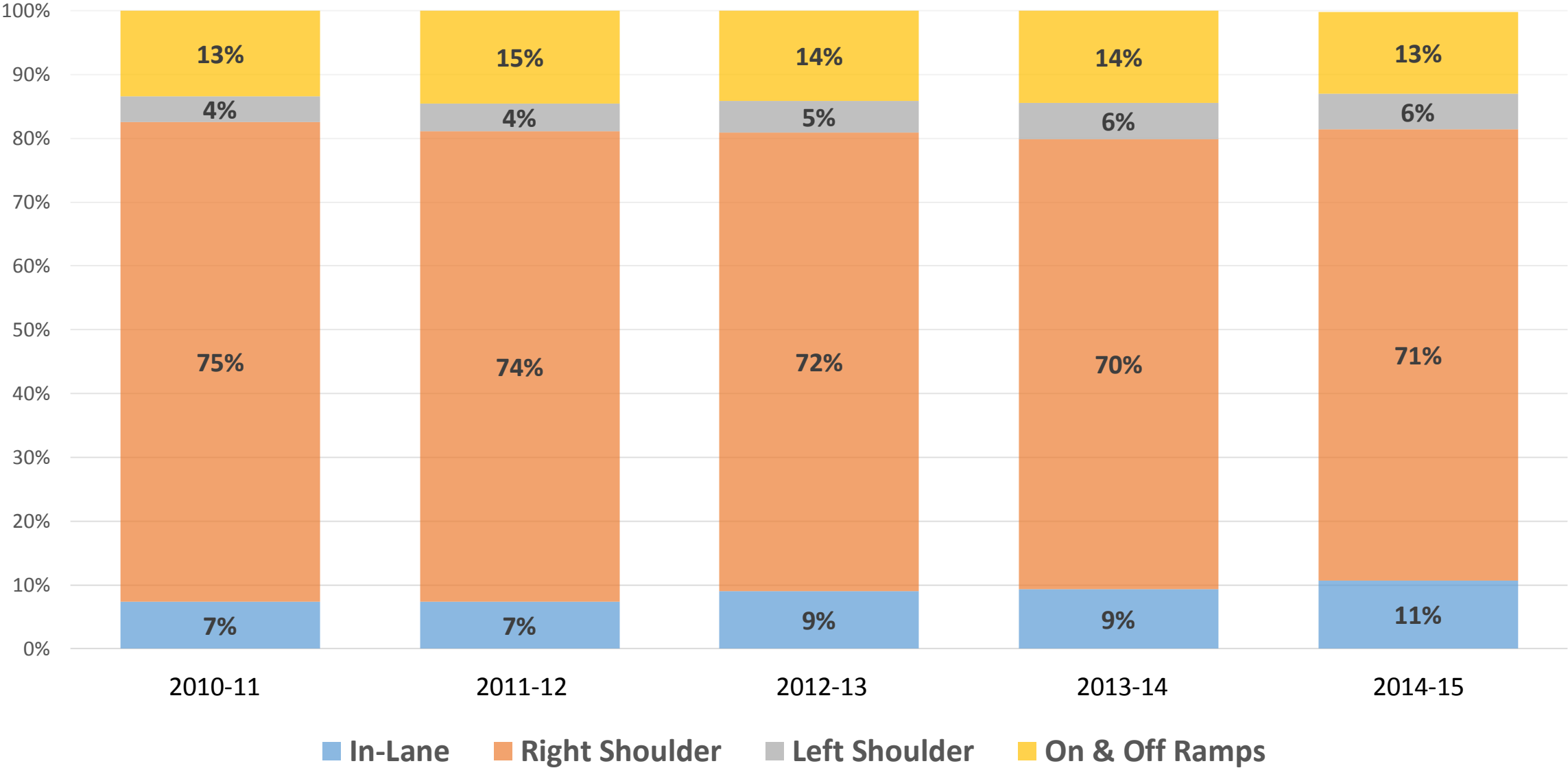


# FSP ASSIST TYPES





# FSP ASSISTS PERCENTAGE BY POSITION



# Upcoming Request for Qualifications & Bid Invitation (RFQBI)

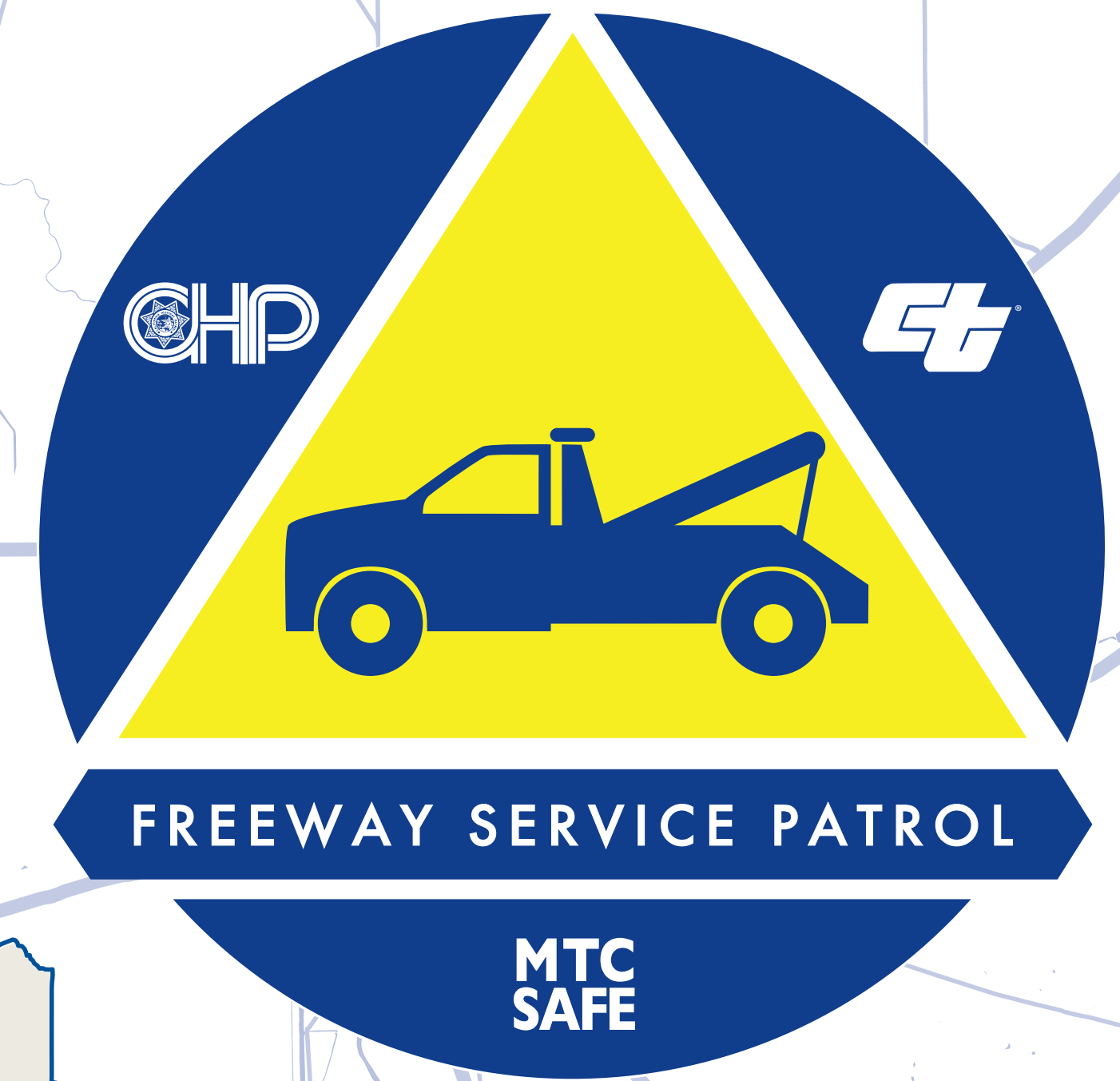
FY 2017-18

# Recommended Modifications to FSP Program in FY 2017-18 RFQBI


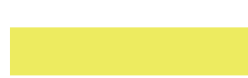



Strategy		Justification	Beats Affected
1	Adjust service hours	Ensure shifts mirror the start and end of congestion during peak periods	1, 4, 6, 19, 23, 26
2	Redraw beat boundaries	Reduce lengthy turnaround points for beats that cover multiple freeways and evenly distribute the truck to miles coverage ratio	2, 6, 12, 21, 23
3	Reduce by one truck	Address low assist rate	6, 28



# FY 2018 Beats up for Bid



## Recommended Modifications to Beats up for Bid

-  Beats up for Bid
-  Shift Hour Change
-  New Beat Boundary
-  Truck Reduction
-  No Change

