

STAFF REPORT

SUBJECT: San Joaquin County Freeway Service Patrol
(FSP) Annual Report for FY 2019-2020

RECOMMENDED ACTION: Action

DISCUSSION:

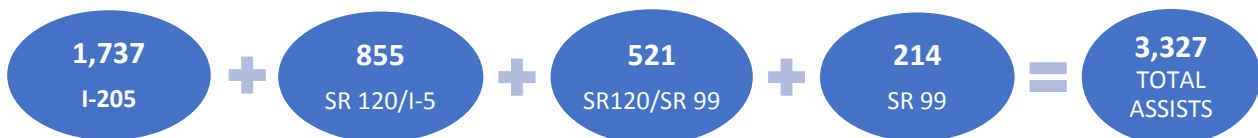
SUMMARY:

*“Driver was very polite
cautious, very helpful, I could
not say enough good things
about him.”*

98% “EXCELLENT”
Overall Service Rating

The testimonial demonstrates a common sentiment felt by many motorists who have benefited from this life saving program. FSP is managed by SJCOG and partners with the California Highway Patrol (CHP) and Caltrans to help travelers who experience vehicle problems on the highway during peak hours. This report summarizes the program and highlights activity during the 2019-20 fiscal year on the four routes in San Joaquin County.

2019-20 Highlights



FISCAL IMPACT:

Each year, Caltrans allocates funding to the FSP programs from the State Highway Account and SB-1 funds. Funding apportionment is based on several factors and varies each year. In 2019-20, the allocation for San Joaquin totaled \$1,060,892. Caltrans also requires a local match of 25% which is funded through the Capitol Valley Regional Service Authority for Freeways and Expressways (CVR-SAFE) and Measure K programs. Managed by SACOG as a joint venture of six counties, San Joaquin County Supervisor Chuck Winn and City of Tracy Vice Mayor, Nancy Young both serve as members of the CVR-SAFE Board of Directors which has been very positive in funding our efforts.

BACKGROUND:

As a congestion relief strategy, SJCOG has been providing FSP service since 1996. FSP was established to alleviate incident related traffic congestion by operating a tow service to aid stranded or disable vehicles on highways and freeways. Common forms of assists include flat tires, dead batteries, abandoned cars, roadway debris and free gas. FSP has proven to be a cost-effective strategy to reduce congestion, minimize the potential for accidents and improve safety. The program currently provides service on I-205, I-5, SR 120 and SR 99.



Service Providers

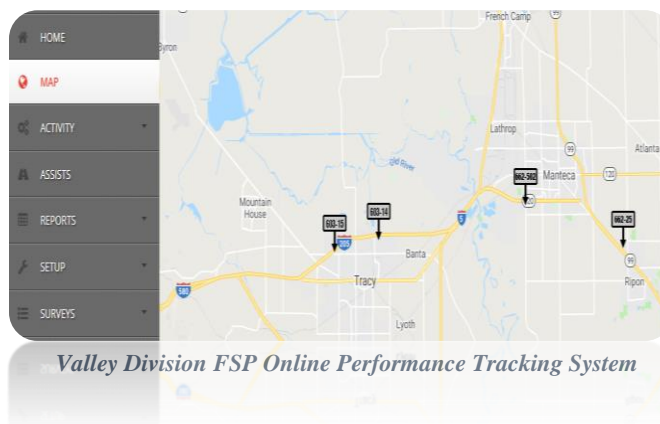
SJCOG issues a request for proposal every four years to provide an equal opportunity to service providers. The current providers for the San Joaquin County program are Stanislaus Towing which serves I-205, I-5 N/SR 120 W and SR 120 E/SR 99 S and Mike's Towing which serves route SR 99 N. FSP driver's performance is a critical component to the success of the program. Evidenced by the survey ratings, towing company drivers consistently provide professional,

courteous and efficient service to aid the motorist to safety.

The current contracts will be in effect through June 30, 2021.

Oversight

SJCOG manages the program and partners with CHP and Caltrans. Caltrans is responsible for the administration of statewide funding, contracting with CHP and statewide annual report/cost benefit analysis. CHP is responsible for the general day-to-day oversight, driver training, vehicle inspections and dispatching. San Joaquin County is part of the Valley Division FSP program and includes Sacramento County, Eldorado County and Placer County. Rules, policies and regulations are established through the Statewide Guidelines and the Valley Division Standard Operating Procedures.



Performance

Cost Benefit Ratio

As part of the FSP Statewide Guidelines, all programs must demonstrate that the routes are cost effective in order to receive state funding. A cost benefit analysis is conducted each fiscal year by UC Berkeley for all routes as a method to monitor efficiency of service. The most recent cost benefit analysis reflects service year 2018-19 with a cost benefit of **3.1**. For each dollar spent on the program, the program results in significantly more than one dollar benefit based on several factors.



Environmental Benefits

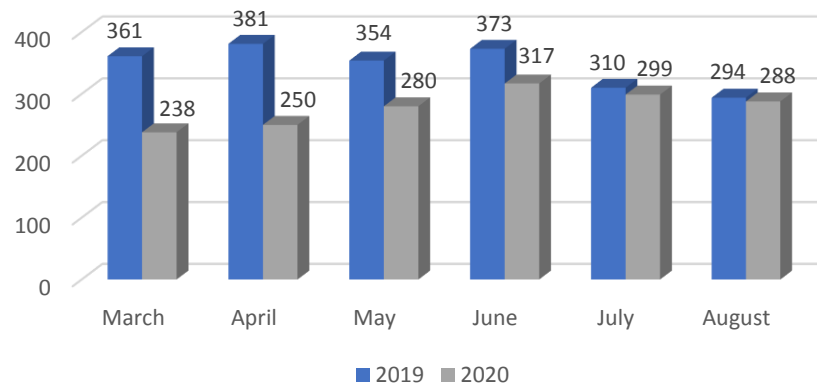
In addition to the more well known benefits of FSP, the program also produces several environmental benefits through fuel savings, time savings and reduction in several pollutants:

SAVINGS		REDUCTIONS						
Vehicle Delay (Veh-hr)	Fuel (gallons)	ROG (kg)	CO (kg)	NOx (kg)	PM10 (kg)	CO2 (kg)	N2O (kg)	CH4 (kg)
57,993	931,257	21.7	270.9	65.0	3.3	8,195,065	125.4	339.7

COVID-19 Impact

As a vital program to maximize efficiency on significant roadways and a region with many essential workers, SJCOG decided not to modify route schedules during the pandemic, but staff continues to monitor performance. Further confirmation of the service need is illustrated in Chart 1 below. Although activity dropped at the start of the commute change, recent activity shows a trend near back to normal.

Chart 1



NEXT STEPS:

SJCOG is in the process of working with UC Berkeley, Caltrans and CHP to evaluate the current network and identify opportunities where program may be improved by modifying existing routes and/or adding new.

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