



July 27, 2022

To: Finance and Administration Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for 91 Express Lanes Channelizers

Overview

Channelizers are an integral part of maintaining the safety and integrity of the 91 Express Lanes toll systems and traffic operations. As channelizers get damaged or destroyed, they are replaced on a regular maintenance schedule and new ones must be procured. The method of this procurement for channelizers is through the use of a piggy-back provision on another public agency's existing agreement. Board of Directors' approval is requested to execute an agreement to provide channelizers for the 91 Express Lanes.

Recommendations

- A. Approve the selection of Statewide Traffic Safety and Signs, Inc. to provide channelizers for the 91 Express Lanes through a competitive procurement that was conducted by the Riverside County Transportation Commission.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-2-2650 between the Orange County Transportation Authority and Statewide Traffic Safety and Signs, Inc., in the amount of \$274,238, for the procurement of channelizers for the 91 Express Lanes.

Background

The 91 Express Lanes is a four-lane, 18-mile tolled facility in the median of the Riverside Freeway (State Route 91) between State Route 55 (SR-55) in the City of Anaheim and Interstate 15 (I-15) interchange in the City of Riverside. The Orange County Transportation Authority (OCTA) operates the portion of the 91 Express Lanes that extends from SR-55 to the Orange County/Riverside County Line, and the Riverside County Transportation Commission (RCTC) operates the remaining portion into Riverside County.

Both OCTA and RCTC segments of the 91 Express Lanes are separated from the general purpose lanes with channelizers. Channelizers are the white and yellow pylons attached to the roadway. They are an integral part of maintaining the safety and integrity of the express lanes toll systems and traffic operations. Using channelizers reduces the opportunity for vehicles to enter or exit the express lanes in areas where they are not permitted and thus reduces the opportunity for evasion of the tolls and disruption to the flow of traffic in both the express lanes and general purpose lanes. Every three weeks, the California Department of Transportation performs maintenance on the 91 Express Lanes, which includes the replacement of damaged and missing channelizers.

Previously, channelizers for the 91 Express Lanes were provided for under the DeAngelo Brothers, Inc. (DBI) contract for roadway operations and maintenance services for the 91 Express Lanes. In fall 2021, staff was notified that DBI closed the company's operations, effective immediately. Since then, OCTA has utilized the channelizers that were in inventory and in anticipation that the inventory of channelizers will need to be replenished in the coming months, an informal procurement was done and a purchase order was issued to Zumar Industries, Inc., with the channelizer's unit price of \$36.50.

Procurement Approach

For this procurement, the Contracts Administration and Materials Management (CAMM) Department has two different procurement methods for the purchase of the channelizers. OCTA can issue an invitation for bids (IFB) in accordance with OCTA's Board of Directors (Board)-approved procurement policies and procedures or piggy-back on another public agency's existing agreement in accordance with state law, which aims to allow public agencies to piggy-back on procurement contracts as a cost-savings measure.

Using the first option, OCTA would issue an IFB, whereby award is based on the lowest, responsive, responsible bid. Advantages of this procurement method include OCTA having full authority over the procurement, such as detailing the requirements and selecting a vendor for award. However, this procurement approach can take up to 90 days before the procurement is completely processed.

Using the second option of a piggy-back procurement, OCTA would partner with another public agency that has an existing agreement. This procurement method can result in a shortened procurement time, as well as administrative cost savings.

Staff determined that the piggy-back procurement method would be the most advantageous to OCTA. RCTC competitively procured the channelizers through an IFB released in January 2022. Three bids were received and RCTC awarded the contract to Statewide Traffic and Signs, Inc., (Statewide Traffic) in March 2022. In addition to having the lowest bid of \$30.35 per channelizer, Statewide Traffic proposed the shortest delivery time compared to the other bidders. OCTA has been authorized to piggy-back on RCTC's agreement and is agreeable to all the terms and conditions of the RCTC Equipment Purchase Agreement for Channelizers under RCTC Agreement No. 22-31-050-00.

Fiscal Impact

Funding is included in OCTA's Fiscal Year 2022-23 Budget, 91 Express Lanes Account No. 0036-7610-B0002-CJB, and is funded through toll revenues.

Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-2-2650 between the Orange County Transportation Authority and Statewide Traffic Safety and Signs, Inc., in the amount of \$274,238, for the procurement of channelizers for the 91 Express Lanes.

Attachment

None.

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