



November 8, 2018

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Sole Source Agreements for the Purchase of Driver Barriers for a Pilot Project

Overview

The Orange County Transportation Authority has initiated a pilot project to test driver barriers meant to provide additional protection to coach operators. The six-month pilot project will allow staff to evaluate the use of the barriers in service. There are currently only two manufacturers of driver barriers for use in transit buses, both models offer similar functionality, but differ in operation. Board of Directors approval for two sole source agreements is requested to proceed with the pilot project.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-8-1923 between the Orange County Transportation Authority and The Aftermarket Parts Company, LLC, in the amount of \$32,325, for the purchase and installation of six driver barriers in six of the forty-foot buses in the active fleet as part of a pilot project.
- B. Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-8-1924 between the Orange County Transportation Authority and Complete Coach Works, in the amount of \$34,888, for the purchase and installation of six driver barriers in six of the forty-foot buses in the active fleet as part of a pilot project.

Discussion

The Orange County Transportation Authority (OCTA) has initiated a pilot project to test the installation and use of two models of driver barriers available for traditional transit vehicles. Over the past two years, transit agencies across the country, including OCTA, have seen an increase in assaults on coach operators. In response, OCTA has increased the number of Transit Police

Services deputies assigned to the fixed-route system, updated signage on-board vehicles to include information about the penalties associated with assaults on transit staff, and has implemented or is reviewing modifications to the vehicles meant to improve coach operator safety. Driver barriers are one of the measures currently under review.

Driver barriers provide a physical separation between the coach operator and the passenger area of the vehicle. Barriers are currently in use by several properties across the country. There are only two manufacturers for these barriers, The Aftermarket Parts Company, LLC, (Aftermarket Parts) and Vapor Bus International (Vapor Bus). Both models are similar in their intended functionality; however, they differ in operation. While both models provide a barrier between the driver and the passenger area of the vehicle, the first model available through Aftermarket Parts, The Arow Global Slide Stow Driver's Protection System Barrier, is a manual slide and stow version of the equipment. The second model, Vapor Bus Operator Protection Door, is an electronic back and forth barrier. The primary difference between the two models is that one requires manual operation of the window in the barrier, meaning the operator must move the window manually to open and close it, and the other model features an electric window that raises and lowers, similar to windows on passenger sedans. Staff recommends that both models be tested in day-to-day operation for a six-month period.

Whenever changes are being considered to the transit system and/or a transit vehicle, a configuration management and control process is used to maintain the integrity of the system and/or vehicle, and proactively identify any operational risks associated with the change. This process facilitates the orderly management and implementation of changes. Projects are presented to the Configuration Management Committee, a group of staff members with various areas of expertise within OCTA (i.e., Risk Management, Safety, Operations, Maintenance, Facilities Engineering, Contracts Administration, Finance, Information Systems, Customer Relations, Security, etc.), for consideration. The diverse composition of this group ensures that all of OCTA's interests and objectives are met by each project.

Through the initial configuration management phase, both barriers were placed on display at the bus bases. This allowed the coach operators and management to preview the barriers being considered. The feedback received was overall positive.

Upon completion of the six-month pilot, a post implementation review will be conducted. The review will include an analysis of information on a variety of elements, including ease of installation, mechanical performance and durability, operation, including driver interaction with the barriers, driver interaction with customers, temperature management within the enclosure, visibility, ingress and egress to the driver area, customer reactions, and public perception. Outside of the mechanical performance and durability of the equipment, the other elements that will be evaluated will rely on feedback from coach operators, supervisors, and customers.

This procurement is necessary to proceed with the implementation phase of the project, which will include a 16-week installation process for all 12 vehicles and conclude at the end of the six-month pilot period. The final phase, post-implementation and review, will begin at the end of that six-month period.

Procurement Approach

This procurement was handled in accordance with OCTA Board of Directors (Board)-approved policies and procedures for a sole source procurement.

Arow Global Slide Stow Driver's Protection System is a proprietary product supplied by Aftermarket Parts. Vapor Bus Operator Protection Door is a proprietary product supplied by Complete Coach Works (CCW). Therefore, this procurement meets the guidelines for a sole source purchase as both of these driver barrier doors are available from only one responsible source and no other supplier can meet the requirements.

The price comparison for the same barrier model from other transit agencies were found to be comparable in price. As a result, the Contracts Administration and Materials Management (CAMM) staff determined the unit price for the two barrier models to be fair and reasonable. Based on both Aftermarket Parts and CCW's technical ability and financial status, CAMM staff has concluded that both companies are deemed responsive to OCTA's requirements.

Fiscal Impact

The project was included in OCTA's fiscal year 2018-19 Budget, and funds have been allocated under Account 2114-D2108-N9U-026.

Summary

Based on the information provided, staff recommends the Board authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-8-1923 with The Aftermarket Parts, in the amount of \$32,325, and Purchase Order No. C-8-1924 with CCW, in the amount of \$34,888, for the purchase and installation of six driver barriers each, to conduct a six-month pilot project on the OCTA fleet.

Attachment


None.

Prepared by:



Dayle Withers
Department Manager, Maintenance
(714) 560-5538

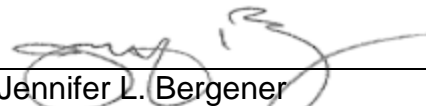
Approved by:



Beth McCormick
General Manager, Operations
(714) 560-5964



Virginia Abadessa
Director, Contracts Administration and
Materials Management
(714) 560-5623



Jennifer L. Bergener
Chief Operating Officer, Operations
(714) 560-5462