



July 11, 2019

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Consultant Selection for the Preparation of Orange County Rail Infrastructure Defense Against Climate Change Plan

Overview

On February 21, 2019, the Orange County Transportation Authority issued a request for proposals to prepare an Orange County Rail Infrastructure Defense Against Climate Change Plan. Proposals were received in accordance with the Orange County Transportation Authority's procurement process for professional and technical services. Board of Directors' approval is requested for the selection of a firm to perform the required work.

Recommendations

- A. Approve the selection of WSP USA, Inc., as the firm to prepare an Orange County Rail Infrastructure Defense Against Climate Change Plan.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-2072 between the Orange County Transportation Authority and WSP USA, Inc., in the amount of \$549,953, to prepare an Orange County Rail Infrastructure Defense Against Climate Change Plan.

Discussion

The long-term climate change risks that could impact rail infrastructure and passenger rail service is of concern to the Orange County Transportation Authority (OCTA) and the California Department of Transportation (Caltrans). On September 14, 2017, Caltrans issued a statewide competitive call for projects, and OCTA submitted a proposal to the Sustainable Transportation Planning Grant Program, a program that promotes safe, sustainable, resilient, and efficient transportation systems. OCTA's proposal identified the need to perform a climate vulnerability assessment and develop an Orange County Rail Infrastructure Defense Against Climate Change Plan (Plan) to determine if conditions related to climate change, such as sea level rise, storm surge, wildfires, extreme heat, flooding, and other climate change stressors, could negatively

impact rail service and infrastructure within the OCTA-owned rail corridor. On May 11, 2018, Caltrans awarded OCTA Adaptation Planning Grant funds to study the OCTA-owned portion of the Los Angeles – San Diego – San Luis Obispo rail corridor that serves Metrolink commuter, Amtrak intercity, BNSF Railway, and Union Pacific freight trains from approximately the City of Irvine to the San Diego County Line. The Plan preparation is funded by three sources: a Caltrans grant, in the amount of \$461,771; in-kind match funds for staff support, in the amount of \$94,600; and Commuter and Urban Rail Endowment match funds, in the amount of \$94,421, providing a total budgeted amount of \$650,792 to prepare the Plan. On August 13, 2018, the OCTA Board of Directors (Board) adopted Resolution No. 2018-099 to accept the Adaptation Planning Grant award and the use of matching funds.

The work will require the consultant to define specific climate change stressors along the rail corridor, provide stakeholder outreach, recommend risk mitigation strategies, and prepare related cost estimates. This effort will become the basis for development of a near-term, mid-term, and long-term plan. The resultant Plan will be prepared over a 14-month period and be used by OCTA for consideration of future investment decision-making.

Procurement Approach

The procurement was handled in accordance with OCTA's Board-approved procedures for professional and technical services. Various factors are considered in an award for professional and technical services. Award is recommended to the firm offering the most comprehensive overall proposal considering such factors as the qualifications of the firm and prior experience with similar projects, staffing and project organization, work plan, and cost and price.

On February 21, 2019, Request for Proposals (RFP) 8-2072 was electronically issued on CAMM NET. The RFP was advertised on February 21 and 28, 2019, in a newspaper of general circulation. A pre-proposal conference was held on March 6, 2019, with 11 attendees representing ten firms. Two addenda were issued to make available the pre-proposal conference registration sheets, provide responses to questions received, and handle administrative issues related to the RFP.

On April 2, 2019, three proposals were received. An evaluation committee consisting of staff from OCTA's Contracts Administration and Materials Management, Rail Capital Programs, Environmental Programs, and Public Outreach departments, as well as external representatives from the Southern California Regional Rail Authority (SCRRA) and Caltrans, met to review the submitted proposals. The proposals were evaluated utilizing the following evaluation criteria and weightings:

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| • Qualifications of the Firm | 20 percent |
| • Staffing and Project Organization | 25 percent |
| • Work Plan | 30 percent |
| • Cost and Price | 25 percent |

In developing these weightings, several factors were considered, giving the greatest importance to the work plan of the firm, as the scope of work (SOW) is unique and requires a regional understanding of Orange County rail infrastructure, rail transportation planning, engineering, and potential climate change risks. High importance was given to staffing and project organization, whereas the related experience of the proposed project manager and other key personnel is central to technical accuracy and quality of presented adaptation strategies within the Plan. Similarly, high importance was given to the cost and price to ensure OCTA receives value for the work proposed. The final criterion, qualifications of the firm, evaluated the firm's experience in performing work of similar SOW and size, thereby optimizing the use of existing climate data and awareness of public and transit stakeholder issues.

The evaluation committee reviewed and discussed all proposals received based on the evaluation criteria and short-listed two firms to be interviewed. The two most qualified firms are listed below in alphabetical order:

Firm and Location

Kleinfelder, Inc. (Kleinfelder)
San Diego, California

WSP USA, Inc. (WSP)
Orange, California

On May 8, 2019, the evaluation committee interviewed the two firms. The interviews allowed each firm to present its project team, proposal highlights, and provide responses to evaluation committee member questions. Each firm was asked some general questions related to the approach, project team past experience and expertise, resource allocation, potential climate change impacts to Orange County infrastructure, geographical considerations, and risk adaptation strategies. After considering interview responses, the evaluation committee adjusted the preliminary scores for both firms; however, the overall ranking of the firms did not change and WSP remained the top-ranked firm with the highest cumulative score.

The following provides a brief summary of the evaluation results.

Qualifications of Firm

Each firm demonstrated its experience and understanding of the project requirements and has performed successfully on past OCTA projects.

WSP is a large international engineering firm and has been in business for more than 130 years, with nine offices in California and over 500 offices internationally. WSP has prepared climate projects of a similar nature for several counties in Florida, the Minnesota Department of Transportation, and the Federal Highway Administration. Regional climate studies were prepared for the City of San Diego, Los Angeles County Metropolitan Transportation Authority (LA Metro), and the Western Riverside Council of Governments. California climate change impact studies specific to rail infrastructure include the management of the California High-Speed Rail Authority (CHSRA) Climate Adaptation Plan, preparation of a Climate Action Report for Caltrans, and numerous on-call rail projects providing support to OCTA, LA Metro, and the San Diego Association of Governments. WSP proposed to use subconsultants for stakeholder outreach, station development amenities, travel demand modeling, and sustainable solutions.

Kleinfelder was founded in 1961 and specializes in public outreach, environmental studies, construction management, and inspection services. Kleinfelder is headquartered in San Diego and has 60 offices internationally. Within California, Kleinfelder has 350 employees and has proposed to perform the work from its Laguna Hills office. Previous climate studies were prepared for the Massachusetts Port Authority and the City of Cambridge; however, these projects were not related to rail systems and were limited in SOW. In addition to OCTA, Kleinfelder's Southern California offices have provided general support to multiple public agencies; however, Kleinfelder has limited experience with projects of a similar SOW. Kleinfelder proposed to use subconsultants for stakeholder outreach, rail engineering, and asset inventory.

Staffing and Project Organization

Both short-listed firms proposed qualified personnel and support staff.

WSP presented a cohesive, experienced team, with clear lines of responsibility between the prime and subconsultants. The proposed project manager has worked on climate change projects at the local, regional, and state level for ten years, and has prepared risk assessments and resiliency planning documents for Caltrans, Western Riverside Council of Governments, San Bernardino County Transportation Authority, and the CHSRA. The experience provides substantial knowledge of climate change impacts at the regional and state level. Several proposed key staff have provided direct rail support to both OCTA and SCRRA. The subconsultant teams bring considerable outreach, rail transportation planning, and sustainability talent.

Kleinfelder also has strong environmental credentials, including proven outreach expertise on the Interstate 405 Improvement Project. The proposed project manager has 18 years of experience in sustainability and environmental compliance with multiple organizations, to include LA Metro, OCTA, and the Port of Long Beach, although rail infrastructure experience was not demonstrated. The subconsultants key staff demonstrated considerable national climate and rail experience; however, the project team roles and contributions were not clearly defined. The public outreach process was also not well-defined and, at the interview, OCTA was notified that the responsible team member designated as key personnel had left the firm.

Work Plan

The short-listed firms met the requirements of the RFP and each firm discussed its approach to the Project.

WSP submitted a comprehensive work plan that revealed the firm's knowledge of regional climate issues, communicated a systematic approach to existing data collection, an effective plan for public stakeholder outreach, development of risk-mitigating engineering solutions, and inclusion of cost models for decision-making. The work plan conveyed a strong understanding of the SOW.

Kleinfelder's work plan had a good approach, but did not fully communicate the firm's technical understanding of climate change impacts unique to rail infrastructure or the public participation process. The risk assessment process was notable, and the firm presented several comprehensive project planning tools; however, the proposal stated assumptions and exclusions that required considerable OCTA staff support.

Cost and Price

Pricing scores were based on a formula which assigned the higher score to the lower total firm fixed-price for the tasks to be completed and scored the other proposals' total firm fixed-prices based on its relation to the lower total firm fixed-price. Both firms provided competitive pricing. Although WSP did not propose the lowest price, staff found it to be fair and reasonable for the work to be performed.

Procurement Summary

Based on the evaluation of the written proposals, team qualifications, staffing, work plan, and information obtained from the interviews, the evaluation committee recommends the selection of WSP as the top-ranked firm to provide the Plan. WSP demonstrated excellent relevant experience and submitted a comprehensive proposal that was responsive to all the requirements of the RFP and provided an effective interview presentation highlighting the firm's experience, staffing, and thorough understanding of the overall SOW.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2019-20 Budget, Capital Programs Division, Account 0018-7519-C5073-1EZ, and is funded with state and local funds.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Agreement No. C-8-2072 between the Orange County Transportation Authority and WSP USA, Inc., in the amount of \$549,953, to prepare an Orange County Rail Infrastructure Defense Against Climate Change Plan.

Attachments

- A. Review of Proposals, RFP 8-2072 Consultant Services to Prepare an Orange County Rail Infrastructure Defense Against Climate Change Plan
- B. Proposal Evaluation Criteria Matrix (Short-Listed), RFP 8-2072 Consultant Services to Prepare an Orange County Rail Infrastructure Defense Against Climate Change Plan
- C. Contract History for the Past Two Years, RFP 8-2072, Consultant Services to Prepare an Orange County Rail Infrastructure Defense Against Climate Change Plan

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