



**BRIEFING: JUNE 9, 2015, BOARD MEETING AGENDA ITEM #5**

**TO: Chairman Richard and Board Members**

**FROM: Scott Jarvis, Chief Engineer**

**DATE: June 9, 2015**

**RE: Consider Providing Approval to Execute and Award the Rail Delivery Partner Contract**

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**Background**

The California High-Speed Rail Program (Program) is expanding from the planning and preliminary design phases to project delivery and operations. As the Authority evolves to meet these changing needs, the role of key consultants will need to be adjusted to reflect the status of the Program.

At the Board’s November 2014 meeting, staff presented the procurement schedule for the Rail Delivery Partner (RDP) contract which included releasing a draft Request for Qualifications (RFQ) to the industry for refinement in December 2014. Firms were able to submit questions to the Authority and a series of additional one-on-one meetings were held to address those questions.

Pursuant to Board Resolution HSRA #14-33, approved on November 18, 2014, the Authority issued the RFQ for Rail Delivery Partner services on January 29, 2015 in accordance with the Board’s policy on issuance of RFQs.

**Procurement Process**

This is a qualification-based contract and the procurement is governed by the state’s Architectural & Engineering (A&E) requirements. The Authority proceeded in accordance with Government Code section 4525 et seq., the Authority’s regulations, Board policies for Requests for Qualifications (RFQ), and other applicable state and federal requirements.

On March 23, 2015, the Authority received Statements of Qualifications (SOQ) from two Offerors. The prime firms for each Offeror team are listed below as provided in the SOQs.

Offeror	
Bechtel Infrastructure Corporation (Bechtel)	Bechtel Infrastructure Corporation
	SYSTRA Consulting, Inc.

	Arup North America, Ltd.
Parsons Brinckerhoff, Inc. (Parsons Brinckerhoff)	Parsons Brinckerhoff, Inc.
	Network Rail Consulting, Inc.
	LeighFisher Inc.

The SOQs were analyzed and evaluated by a team of public employees, including Authority staff and a representative from the California Department of Transportation (Caltrans), supported by the Authority’s legal and financial consultants. This evaluation was conducted in accordance with the goals, requirements, and scoring criteria contained in the RFQ.

The Technical Pass/Fail Review was conducted by a manager from the Authority’s Office of Procurement and Contracts from March 23, 2015 through March 24, 2015 and determined each SOQ was responsive and met the pass/fail criteria set forth in the RFQ. The Reference Check Subcommittee, chaired by a senior Authority staff person and assisted by the Authority’s financial consultants, began the reference check process on March 24, 2015 and concluded on April 3, 2015. Pursuant to the established procedures, the results of the Reference Check Subcommittee were presented to the Evaluation Committee.

The Evaluation Committee consisted of six members, all public employees, chaired by a senior member of Authority staff. The other members were senior Authority staff and a representative from Caltrans with relevant expertise. Each Evaluation Committee member reviewed and evaluated the SOQs against the Evaluation Criteria in the RFQ. On April 7, 2015, the Evaluation Committee met to deliberate and reached consensus ratings for each SOQ. The Evaluation Committee determined that both Offerors should be shortlisted and invited to interview. On April 7, 2015, the firms were notified that they were shortlisted and informed of their scheduled interviews.

On April 15 and 16, 2015, the Evaluation Committee held four sessions of interviews with each shortlisted Offeror. The interviews were a combination of presentations followed by question and answer periods. Before the interviews took place, the Authority provided each Offeror with two clarification questions on April 10, 2015 for the Discussion SOQ Clarification session.

The evaluation committee deliberated on April 15 and 16, 2015 and determined the final consensus scoring for the interviews on April 16, 2015. The determination of the ranking was based on the highest Total Score using the following formula, in accordance with the RFQ:

$$\text{Total Score} = \text{SOQ Weighted Score} + \text{Interview Weighted Score}$$

The total possible weighted score for the SOQ was 1000 and the total possible weighted score for the Interviews was 1000. The ranking results are below:

SOQ SCORING	POINTS FOR SECTION 1	POINTS FOR SECTION 2	POINTS FOR SECTION 3	SOQ SCORE
Parsons Brinckerhoff	270	273	219	762
Bechtel	284	266	231	781

INTERVIEW SCORING	POINTS FOR SECTION 1	POINTS FOR SECTION 2	POINTS FOR SECTION 3	INTERVIEW SCORE
Parsons Brinckerhoff	49	394	439	881
Bechtel	45	371	404	820

	FINAL SCORE
Parsons Brinckerhoff	1643
Bechtel	1601

Based on the above results, the Evaluation Committee recommended entering into negotiations with Parsons Brinckerhoff, as the top ranked Offeror. The recommendation was presented to the Chief Program Manager on April 16, 2015. The firms were notified of the results and the scoring was posted to the Authority's website. Negotiations began on May 13, 2015.

#### Small Business Requirement

The RDP is required to comply with the Board's 30% small business participation goal. Parsons Brinckerhoff submitted a proposed team comprised of several firms to meet that requirement. All companies on the team are listed below with Small Businesses denoted by asterisk.

#### **Parsons Brinckerhoff**

Network Rail Consulting, Inc. (NRC)	Mallery Consulting
LeighFisher Inc.	*Natoma Technologies, Inc. (SB)
*Abtahi Engineering Management Consulting (SB [micro])	Nayak Corporation, Inc.
*AllTransit Consultants, LLC (SB [micro], DVBE)	*Oliveira Advisory Services, LLC(SB [micro])
*Alta Vista Solutions (SB, DVBE)	Oppenheimer and Co. LLC
Bickmore	Org Metrics
Cambridge Systematics, Inc.	*Padilla & Associates, Inc. (SBE, SB, DBE)
Commonwealth Associates, Inc.	Paragon Partners Ltd.
*Construction Engineering Consulting Group, Inc. (SB [micro], DBE)	Parsons Brinckerhoff Halsall, Inc.
*Cordoba Corporation (DBE)	*SC Solutions, Inc. (SB)
*Dan Hoyt (SB)	Sedway Consulting, Inc.
*D.C. Agrawal Consulting, LLC (SB)	*Stephen J. Thoman Consulting (SB [micro])
*D.R. McNatty & Associates, Inc. (SBE)	*TEC Management Consultants, Inc. (SBE)
Electrical Consultants, Inc.	Turner Engineering Corporation(SB [micro])
Enterprise Wireless Alliance	*Urban Ecos, LLC (SB [micro])
*Fukuji Architecture & Planning (DBE, SBE, MSBE)	*Veridico Group, Inc. (SB [micro], DBE)

Gall Zeidler Consultants, LLC  
\*Gibson & Skordal, LLC (SB [micro])  
International Union of Railways  
Intueor Consulting, Inc.  
LKG-CMC, Inc.  
Lombardi Engineering Ltd.  
\*Luster National, Inc. (DBE, SB)

\*Zoon Engineering, Inc. (SB [micro])

## **Discussion**

As detailed above, the RDP procurement process is now complete and staff is prepared to award the contract, pending Board approval. Staff recommends that the Board confirm the finding of the Evaluation Committee and the recommendation of the Chief Program Manager that Parsons Brinckerhoff is the top ranked Offeror for the Rail Delivery Partner services contract. The Board is further requested to authorize the Chief Executive Officer (CEO) to take all steps necessary to enter into a contract with Parsons Brinckerhoff, including the execution thereof on behalf of the Authority.

The team presented by Parsons Brinckerhoff combines significant resources and expertise in high-speed rail. Parsons Brinckerhoff, Inc. is a global consulting firm assisting public and private clients to plan, develop, design, construct, operate and maintain critical infrastructure.

Additionally, Network Rail Consulting and LeighFisher will both provide major contributions as members of the Parsons Brinckerhoff team. Network Rail Consulting is the international consulting arm of Network Rail, the authority responsible for the United Kingdom's railway network. LeighFisher is a global management consulting firm with over 65 years of expertise in infrastructure advisory and consulting services, including public-private partnerships.

The Rail Delivery Partner contract is structured in two tiers. The first tier is actual approved costs plus a partial fee; the second tier is the remaining fee which will be pooled and then allocated according to Program milestones and deliverables. The second tier is governed by the performance-based regime that will measure completion of major program milestones and deliverables based on schedule, cost, and quality. After an evaluation by the Authority, the RDP will be scored at the completion of each milestone or deliverable and a percentage of the fee allocated to that milestone or deliverable will be awarded based on performance.

Authority staff now seeks the Board's approval to execute and award the Rail Delivery Partner services contract to Parsons Brinckerhoff. Once approved by the Board, the CEO or his authorized designee, on behalf of the Authority, would then finalize a contract with Parsons Brinckerhoff.

## **Recommendation**

It is the recommendation of Authority staff that the Board confirm the finding of the Evaluation Committee and the recommendation of the Chief Program Manager that Parsons Brinckerhoff is the top ranked Offeror for the Rail Delivery Partner contract. The Board is further requested to authorize the CEO to take all steps necessary to enter into a contract with Parsons Brinckerhoff, including the execution thereof on behalf of the Authority for the total contract price not to exceed \$700,000,000 for a term of seven years.

## **Attachments**

– Resolution #HSR 15-11 Award of the Rail Delivery Partner Contract