

STAFF REPORT

SUBJECT: Adaptation and Resiliency Study Consultant Selection

RECOMMENDED ACTION: Approve Consultant Selection and Authorize Executive Director to Execute a Contract with Eastern Research Group (ERG) in an Amount Not-to-Exceed \$68,000

SUMMARY:



As part of the SB-1 planning funding that SJCOG received for FY 17/18, four studies to further implementation of the 2018 Regional Transportation Plan (RTP) are being conducted over the next year. Each study requires a consultant to conduct the study. The first three studies are currently underway. For the fourth study, SJCOG released a Request For Proposals (RFP) for the Climate Adaptation and Resiliency Study. With the most recent guidelines for RTPs, we are required to consider how our plan will improve the resiliency and increase the reliability of our transportation system. This study is the first step to meet this requirement. It will identify:

- Important transportation assets
- Likelihood of exposure to an extreme event (e.g. increased rainfall, high heat, flooding, wildfire)
- The sensitivity of the asset to each potential event
- The timing of negative consequences
- The regional significance of the consequences

Table 2. Example Table from Vulnerability Assessment Report—Summary of Asset Vulnerability

Asset Group	Specific Asset	Exposure	Sensitivity	Timing of Exposure	Regional Consequence	Asset Group Overall Vulnerability
Highways	Highway 1	HIGH (precip)	HIGH (precip)	Mid	HIGH	HIGH
	Highway 2	MEDIUM (precip)	HIGH (precip)	Near	HIGH	
	Highway 3	HIGH (fire, heat)	HIGH (fire, heat)	Near	HIGH	
	Highway 4	HIGH (fire, heat)	HIGH (fire, heat)	Mid	HIGH	
	Highway 5	HIGH (precip)	LOW (precip)	Long	LOW	
Trains	Train A	MEDIUM (heat)	MEDIUM (heat)	MID	MEDIUM	MEDIUM
	Train B	LOW (sea level rise, precip)	MEDIUM (sea level rise, precip)	MID	MEDIUM	
	Train C	MEDIUM (heat)	HIGH (heat)	LONG	MEDIUM	

The study will also look at existing plans, identify planning gaps, and convene a technical advisory committee. The final step in the study will be a summit to present the findings

for further discussion with the public and policy makers to outline next steps as we begin to put together the next long-range transportation plan.

The RFP was released on September 7, 2018. As of the October 11, 2018 deadline, SJCOG had received proposals from three qualified firms. Those firms, their location, and their average score are listed in the following chart:

Primary Firm Name	Firm Location*	Average Score (Out of 100)
Environmental Research Group, Inc. (ERG)	Oakland, California	89
Rincon Consultants, Inc.	Sacramento, California	82.75
Aspen Environmental Group	San Francisco, California	77.75

The qualifications of the three firms were reviewed by two SJCOG staff, one staff member at Caltrans, and one staff member at SACOG. Both Caltrans and SACOG have experience in selecting consultants and experience with climate resiliency studies. The qualifications were reviewed and scored based on:

- comprehension of the project
- thoroughness of the proposal/meeting RFP objectives
- qualifications and experience of team
- experience with similar projects/studies
- DBE participation or good faith effort. The point values added up to 100 total points.

Each staff member carefully reviewed the proposals and scored them accordingly. After review, there was agreement that ERG submitted the strongest proposal, offering extensive experience and knowledge on the topic and scope, and a wide demonstration of previous project relevancy. ERG listed a detailed plan of action for each task and draft report. Their primary approach to meet the RFP objectives is through their planning process entitled “ART” (Adapting to Rising Tides). This process has been successfully used in the Bay Area since 2011 and involves five components (see figure).



SJCOG and other reviewers felt that ERG will meet the goals put forth in the scope. ERG also already has an extensive data library that will assist in the assessment and evaluation of transportation assets.

Rincon Consultants submitted the second ranked proposal and may be considered for the study should ERG be unable to perform the work.

BACKGROUND:

SBI Funding:

In April 2017, Governor Brown signed into law Senate Bill 1 (SB 1) – The Road Repair and Accountability Act of 2017, a transportation funding bill that provides a reliable source of funds to maintain and integrate the State’s multimodal transportation system. Per Section 16321 of the bill, a portion of revenue is made available by formula for sustainable transportation planning grants to regional agencies. The San Joaquin Council of Governments (SJCOG) has identified a portion of these funds for a climate resiliency and adaptation study.

Study Need:

Climate adaptation and resiliency planning as it relates to transportation assets, seeks to identify infrastructure vulnerable to disruption because of changing climate, determine the risks and consequences of current climate trends, and propose investment priorities to ameliorate identified risks. Climate adaptation plans vary in content as every region faces different changes to weather events and associated environmental impacts. This is one of several studies to aid SJCOG in implementation efforts for its recently adopted 2018 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS). This study is the first step in SJCOG’s commitment to addressing federal requirements (planning factors) incorporated into the most recent RTP guidelines (adopted January 2017) related to improvement of the resiliency and reliability of the transportation system.

In addition to federal requirements, there are several efforts addressing climate adaptation throughout California. These are largely in response to state mandates and requirements for state agencies. Two large-scale studies currently under development will be particularly informative for this SJCOG effort:

- The California Department of Transportation (Caltrans) has committed resources to statewide climate change vulnerability assessments. The first summary report and technical analysis was released in January 2018; it covers District 4 (greater San Francisco Bay Area). The assessment for the San Joaquin region (District 10) is currently in progress.
- The Delta Stewardship Council has recently begun a Climate Change Vulnerability Assessment and Adaptation Strategy for the Sacramento-San Joaquin Delta and Suisun Marsh. The portions of San Joaquin County within the Primary and Secondary Zones of the Delta will be within the scope of this study.

SJCOG’s adaptation and resiliency planning will require close coordination with these current studies and should build upon previous efforts by local agencies and neighboring regional agencies to provide actionable recommendations for future planning and implementation.

Request for Proposals:

On September 7, 2018, SJCOG staff released a Request for Proposals for qualified professional firms to provide consultant services for technical and analytical services related to the SB-1 Climate Adaptation and Resiliency Study. The RFP was distributed via email and mailed to 48 firms that have completed projects of a similar caliber throughout the United States. In addition to this list, the RFP was also shared with local environmental justice groups, the same list used for our Regional Transportation and Sustainable Communities Strategy Request for Qualifications. In addition, the RFP was posted on SJCOG's website and a notification sent to any person or firm "opting in" to receive notification of new RFP/RFQ opportunities (174 firms and individuals).

Project Scope & Deliverables:

There are four tasks to be completed by the consultant, with the guidance of SJCOG staff. The length of the project and the duration of time for the contract will be around one year.

The following is a list of tasks and deliverables consultants will be asked to perform:

1. Establish working group and summit participants

The first task necessary to the development of the plan is to organize and facilitate a working group with local stakeholders, climate adaptation experts, regional and local government interests, academic institutions, private sector, and other interested parties.

Deliverables

- a. Project schedule
- b. Working group engagement plan
- c. Draft resilience goals

2. Existing conditions and vulnerability assessment

The purpose of the existing conditions and vulnerability assessment is to evaluate the regional climate data and to provide context for current conditions in the region. There are key assets in San Joaquin County that are potentially impacted by changes in climate-related events. To synthesize and develop potential recommendations for climate resiliency in San Joaquin County, it is necessary to understand both existing climate conditions and how those conditions may change over time, as well as what transportation infrastructure is most at risk. Some of the potential impacts may include sea level rise, changing precipitation and runoff patterns, and changing air temperatures and water temperature.

Deliverables

- a. Background report of technical data
- b. Report of existing conditions of transportation assets and vulnerability assessment

3. Identifying planning gaps and analysis

After the existing conditions are researched and reviewed, gaps in current planning must be addressed. Using the data that was collected in task 2, synthesize and develop gaps found and begin developing recommendations to present to working group.

Deliverables

- a. Convene regional climate change summit
- b. Present vulnerability assessment and climate data results
- c. Develop recommendations

4. Develop final report and adaptation strategy

Using the vulnerability assessment and the final recommendations of the working group, develop a climate adaptation report.

Deliverables

- a. Draft climate adaptation report
- b. Final climate adaptation report

FISCAL IMPACT:

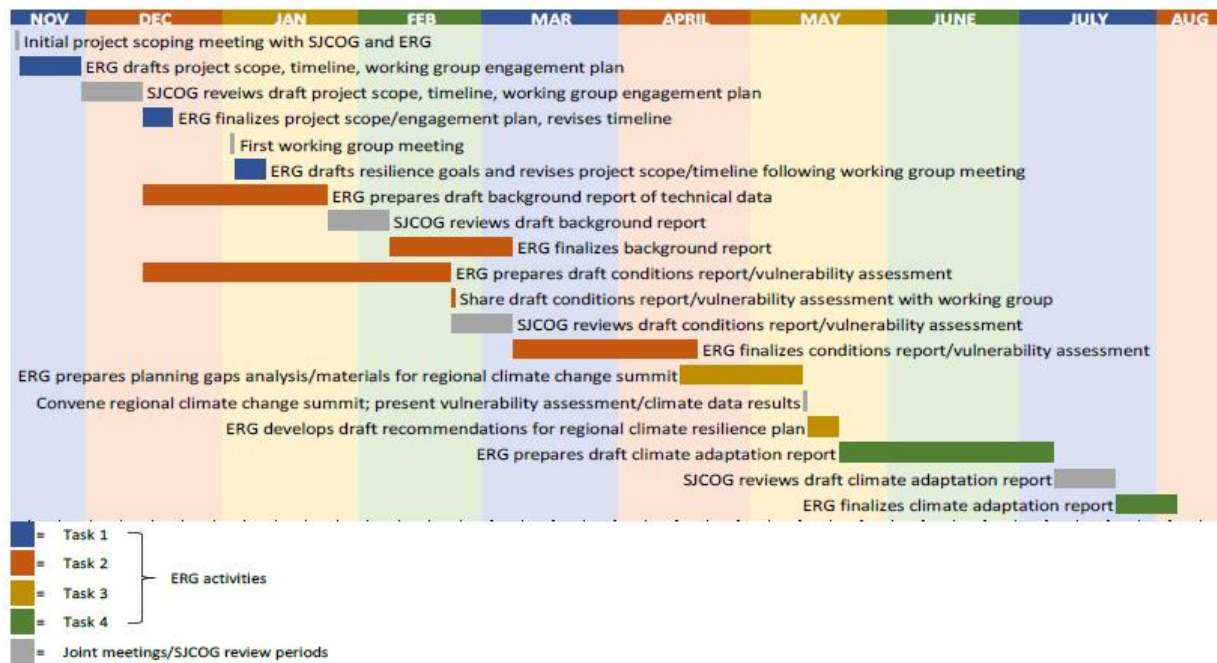
The budget for the awarded contract is \$68,000. The total project cost of \$80,598 is identified in the Fiscal Year 2018/19 Overall Work Program (OWP). \$71,354 is being provided through a Caltrans Senate Bill 1 Sustainable Transportation Planning Grant. A local in-kind match of \$9,245 in Local Transportation Funds is required. Budgeted amounts above the awarded contract are for SJCOG staff resources also dedicated to the delivery of the study.

RECOMMENDATION:

The requested motion is (1) to approve the staff recommendation to award ERG the contract to perform the Climate Adaptation and Resiliency Study, and (2) to authorize the Executive Director to execute a contract with ERG Not To Exceed Amount of \$68,000.

NEXT STEPS:

Upon SJCOG Board approval, staff will meet with ERG to refine the work plan and schedule for the study. The preliminary schedule is identified in the graphic that follows.



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