

Agenda Report

April 24, 2017

TO: Honorable Mayor and City Council

FROM: Department of Public Works

SUBJECT: AUTHORIZATION TO ENTER INTO TWO CONTRACTS WITH DOKKEN ENGINEERING, INC. FOR 1) PREPARATION OF THE ENVIRONMENTAL DOCUMENT (PHASE I) IN AN AMOUNT NOT TO EXCEED \$275,000, FOR HOLLY STREET BRIDGE RETROFIT AND REHABILITATION PROJECT AND 2) PREPARATION OF FINAL DESIGN (PHASE II) IN AN AMOUNT NOT TO EXCEED \$625,000, FOR HOLLY STREET BRIDGE RETROFIT AND REHABILITATION PROJECT

RECOMMENDATION:

It is recommended that the City Council:

1. Find that the actions proposed herein are exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3) (general rule);
2. Authorize the City Manager to enter into a contract, without competitive bidding pursuant to City Charter Section 1002(F), for professional or unique services with Dokken Engineering, Inc. for preparation of the Environmental Document and Preliminary Engineering (Phase I) in an amount not to exceed \$275,000, which includes the base contract amount of \$265,000 and a contingency of \$10,000 to provide for necessary change orders; and
3. Upon completion of Phase I work and receipt of expenditure authorization from the California Department of Transportation (Caltrans) for Phase II of the project, authorize the City Manager to enter into a contract with Dokken Engineering, Inc. for preparation of Final Design (Phase II), in an amount not to exceed \$625,000, which includes the base contract amount of \$560,000 and a contingency of \$65,000 to provide for necessary change orders.

BACKGROUND:

The City of Pasadena has been awarded \$9,975,000 of Federal Highway Bridge Program (HBP) and Toll Credit funds (\$275,000 for preparation of the Environmental Document/Preliminary Engineering, \$1,000,000 for Final Design, and \$8,500,000 for Construction) for the Holly Street Bridge Rehabilitation and Retrofit Project. The project consists of the seismic retrofit and rehabilitation of the existing bridge to address seismic deficiencies. No local match funding is required for this project. Design and construction of the project will be fully funded by HBP funds.

Federal HBP funding has been appropriated by Caltrans for all phases of the project. The State of California, acting through Caltrans, administers the federal HBP funds. These funds are paid to the City in three phases (Environmental/Preliminary Engineering Phase, Final Design Phase, and Construction Phase). Upon completion and approval of each phase, Caltrans authorizes expenditure for the following phase. The City has received expenditure authorization of \$275,000 for Phase I, the Environmental/Preliminary Engineering Phase; upon completion of Phase I, expenditure authorization (administrative) will be issued by Caltrans for Phase II.

The Department of Public Works issued a Request for Proposals (RFP) on September 19, 2016 to solicit professional services for both design phases, Phase I (environmental/preliminary engineering) and Phase II (final design). On October 27, 2016, the City received six proposals in response to the RFP. The proposals were evaluated, scored and ranked based on the evaluation procedures and criteria set forth in the RFP. The four top-rated consulting firms were interviewed by the Evaluation Committee on January 19, 2017. Attachment A contains a summary of the proposal, interview, and total scoring.

The following is a list of the proposers:

Final Ranking	Firm	City	Scoring Summary	
1	Dokken Engineering, Inc.	Folsom	189.17	Short-Listed
2	Biggs Cardosa Associates, Inc.	Orange	187.00	
3	AECOM, Inc.	Los Angeles	180.67	
4	CNS Engineers, Inc.	Riverside	174.75	
5	David Evans and Associates	Los Angeles	75.75	Others
6	TTG Engineers	Pasadena	73.25	

Dokken Engineering was the top-rated proposer and was asked to submit a cost proposal to complete the design in two phases. Phase I will include preparation of the Environmental Document/Preliminary Engineering, and Phase II will include Final Design. The total fee for Phase I will be in an amount not to exceed \$275,000. The City also negotiated the total fee for Phase II, at an amount not to exceed \$625,000.

Dokken Engineering, Inc. is a firm with 70 employees headquartered in Folsom, California. This firm has over 30 years of professional experience providing bridge engineering services for numerous federally funded historic arch bridge retrofit and rehabilitation projects. They previously worked for the City of Pasadena by providing design services for the La Loma Bridge Retrofit and Rehabilitation Project.

Based on qualifications and scoring, it is recommended that the City enter into a contract with Dokken Engineering, Inc. for an amount not to exceed \$275,000 for Phase I of the project. Upon completion of Phase I and upon receiving expenditure authorization from Caltrans for Phase II (final design), it is recommended that the City enter into a contract with Dokken Engineering, Inc. to complete the design, for an amount not to exceed \$625,000 for Phase II. While the City has not yet been given the authorization from Caltrans to enter a contract for Phase II, staff has negotiated a price with Dokken and seeks approval from the City Council authorizing the City Manager to enter the Phase II contract at a future date at the price and terms discussed in this report.

As proposed, the total compensation to Dokken Engineering, Inc. under these two contracts shall not exceed \$900,000 and includes the following scope of work:

Phase I

Preliminary Engineering and Environmental Fees	\$265,000
Contingency Allowance	<u>\$ 10,000</u>
Contract "Not to Exceed" Amount	\$275,000

Phase II

Final Design Fees	\$560,000
Contingency Allowance	<u>\$ 65,000</u>
Contract "Not to Exceed" Amount	\$625,000

It is anticipated that it will take approximately one year for Phase I to be completed and an additional 18 months for Phase II to be completed.

COUNCIL POLICY CONSIDERATION:

This project is consistent with the City Council's goals to improve, maintain and enhance public facilities and infrastructure, support and promote the quality of life and local economy, and ensure public safety.

ENVIRONMENTAL ANALYSIS:

The actions proposed herein, namely preparation of appropriate environmental documentation pursuant to CEQA and the National Environmental Policy Act (NEPA), and design work only (no construction) is exempt from CEQA review pursuant to State CEQA Guidelines Section 15061(b)(3), the general rule that CEQA does not apply to actions which have no potential for causing a significant effect on the environment. In Phase I, the preparation of the appropriate environmental documentation will analyze and disclose the potentially significant environmental effects of the bridge project. As

the environmental analysis will be completed prior to initiation of Phase II (final design work), the outcome of that analysis will influence the final design work. Finally, all environmental documentation will be in place prior to approval of any contracts to undertake the bridge project.

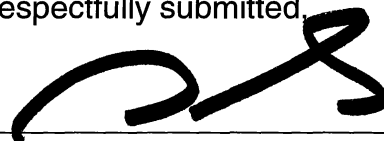
FISCAL IMPACT:

The total cost of these contracts (Phase I and II) will be \$900,000, and the total cost of this action will be \$1,125,000, including Public Works project management and administrative costs. Funding for this action will be addressed by the utilization of existing budgeted appropriations in the Holly Street Bridge – Seismic Retrofit CIP project (budget account 73323). It is anticipated that all of the costs will be spent between FY 2018 and FY 2021.

The following table represents the design cost summary:

Phase I:	
Environmental & Preliminary Design	\$265,000
Contingency Allowance	\$ 10,000
Contract Administration (25%)	<u>\$ 68,750</u>
Subtotal – Phase I	\$343,750
Phase II:	
Phase II – Final Design	\$560,000
Contingency Allowance	\$ 65,000
Contract Administration (25%)	<u>\$156,250</u>
Subtotal – Phase II	\$781,250
Total Fiscal Impact – Phases I and II	\$1,125,000

Respectfully submitted,



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Approved by:



STEVE MERMELL
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