

Agenda Report

March 14, 2022

TO: Honorable Mayor and City Council

FROM: Department of Public Works

SUBJECT: CONTRACT AWARD TO CALIFORNIA PROFESSIONAL ENGINEERING, INC., FOR UNION STREET TWO-WAY PROTECTED BIKEWAY (CYCLE TRACK), FEDERAL AID PROJECT ATPCML-5064(089) FOR AN AMOUNT NOT-TO-EXCEED \$7,685,000

RECOMMENDATION:

It is recommended that the City Council:

1. Find the project proposed herein to be categorically exempt under the California Environmental Quality Act (CEQA) Guidelines in accordance with Section 15301 *Existing Facilities* and Section 15061(b)(3), *the common sense exemption (formerly general rule)*, and that there are no features that distinguish this project from others in the exempt class and, therefore, there are no unusual circumstances; and
2. i) Accept the bid dated February 10, 2022, submitted by California Professional Engineering, Inc., in response to the project plans and specifications for Union Street Two-Way Protected Bikeway (Cycle Track) project, ii) reject all other bids received on November 30, 2021 and February 10, 2022, and iii) authorize the City Manager to enter into a contract for an amount not-to-exceed \$7,685,000, which includes the base contract amount of \$6,988,000 and a contingency of \$697,000 to provide for any necessary change orders.

BACKGROUND:

This project will provide for a 1.5 mile protected bicycle lane (cycle track) along Union Street from Hill Avenue to Arroyo Parkway as an alternative mode of travel connecting Metro Gold Line stations to major institutions and employment centers. Additionally, the project includes a 0.3 mile bicycle boulevard along Holliston Avenue from Union Street to Cordova Street.

Union Street is a one-way westbound roadway with three travel lanes. This project will eliminate a travel lane and install a protected two-way bicycle facility on the south side of Union Street, with raised islands, bollards and traffic signals that separate bicyclists from

vehicular travel movement. The project also includes enhancements to intersections to achieve safe interaction for all modes of travel, including pedestrians.

More specifically, the project consists of improvements at 14 signalized intersections including six new traffic signals, traffic signal equipment, conduit, conductors, pull boxes, traffic signal controller and cabinet upgrades, fiber optic communications, Ethernet switches, and splice enclosures; tighter corner radii at intersections, ADA curb ramp upgrades, pavement resurfacing, curb and gutter repairs, striping and signage. A finding of compliance with the General Plan was previously made and is shown on page 5.7 of the adopted Fiscal Year (FY) 2022 Capital Improvement Program (CIP) budget.

The project was first envisioned in July 2013 when the Municipal Services Committee gave direction to the Department of Transportation to take a bolder approach to the proposed bikeway installations within the City's Bicycle Transportation Plan. The Bicycle Transportation Action Plan (Plan) was developed over the course of 2014 and 2015 with the help of the traffic and planning consultant, KOA Corporation, and more importantly Pasadena residents and business community.

The draft Plan was presented to the general public in August 2014 for feedback. An open house was held for the business community in October 2014. This feedback refined the Plan and prioritized a list of projects. The top two projects on this list were the Cordova Street Enhancements from Arroyo Parkway to Hill Avenue and the Union Street Protected Bike Lane, also from Arroyo Parkway to Hill Avenue. These routes were prioritized by the community as there was a desire for an east-west bike connection between the business districts and the greater Pasadena community to the east. The Bicycle Transportation Action Plan was adopted by City Council on August 17, 2015. The Union Street Protected Bike Lane project was adopted as a Capital Improvement Project in fiscal year 2016.

Following this plan, staff successfully secured grant funding from Caltrans in 2017 and Metro in 2018 for the design and construction of the project. The first community workshop was conducted on May 9, 2018 at Pasadena Presbyterian Church. This workshop generated 102 comment cards from attendees. This feedback steered the design of the project for the next year. A second community workshop was held on May 2, 2019. This update incorporated the feedback collected in 2018 into areas of concern around driveway safety, accessibility concerns, preservation of on-street parking, and motor vehicle and cyclist conflict safety. This second workshop generated 56 comment cards.

Throughout this process, staff and the project design team continuously worked with the City's Accessibility and Disability Commission and accessibility advocates to ensure that the project incorporated accessibility features in line with national standards. Staff also met with the business community on a continuous basis through Playhouse Village meetings and one-on-one meetings with individual business owners. This included meetings between staff and business owners with outside independent traffic engineers to assess potential impacts to specific locations. These meetings refined business operation features into the project such as loading zones, on-street parking, and

driveway safety features such as raised crossings and signage at busier driveways. Staff also met with project development teams of several developments that are or scheduled for construction along the project corridor to ensure that the project would complement their work.

The project design went to a third round of broad community outreach in early 2020. This outreach was conducted online via the project website and included recorded video presentations to illustrate features that were of concern to residents, the business community, the accessibility community, and bicyclists. Further feedback was collected via the website throughout 2020.

The project design was finalized in summer 2021 and prepared for construction bids through fall 2021. With a viable construction bid, staff initiated a final round of meetings with accessibility staff and specific businesses throughout February and March 2022. These meetings provided final adjustments to accessible parking and commercial loading zone needs that will be incorporated into the design during the pre-construction process.

In accordance with Section 4.08.070 of the Pasadena Municipal Code, bids were requested and received. The project was initially advertised on October 28, 2021 and a total of three bids were received on November 30, 2021, one from a local firm. The project utilizes federal grant funding and is subject to bidders meeting the established Disadvantaged Business Enterprise (DBE) goal of twelve percent. The apparent low bid was deemed non-responsive because they did not meet the DBE goal, nor provided a good faith effort to meet the DBE goal. The second-low bid received exceeded the project's budget. Therefore, staff is recommending that these bids be rejected. The process of rejecting the first bids, re-advertising the project, and City Council award to the lowest responsive, responsible bidder, is contained within one City Council agenda report.

In an effort to obtain reasonable bids, the project specifications were modified to highlight the DBE goal and good faith effort requirements for the project. On January 20, 2022, a second Notice Inviting Bids for Installation of Union Street Two-Way Protected Bicycle (Cycle Track) project was published in the local papers as well as posted on PlanetBids. The posting generated notices to all vendors who have previously registered with the City for this particular commodity class. A total of 53 vendors downloaded the specifications, of which three were local. A total of seven bids were received by the bid opening date, including one from a local vendor.

Following advertising, bids were received on February 10, 2022, and are as follows:

Bidder	Amount (\$)
1. California Professional Engineering, Inc., La Puente	\$ 6,988,000
2. Elecnor Belco Electric, Inc., Chino	\$ 7,775,933
3. Excel Paving, Long Beach	\$ 8,334,956
4. Comet Electric, Inc., Chatsworth	\$ 8,416,128
5. Sully-Miller Contracting Co., Brea	\$ 8,495,000
6. Access Pacific, Inc., Pasadena	\$ 8,648,599
7. Crosstown Electrical & Data, Inc., Irwindale	\$ 9,312,893
Engineer's Estimate	\$ 6,874,000

The lowest bid received is within two percent of the Engineer's Estimate.

It is recommended that California Professional Engineering, Inc., be awarded the contract for this project as they are the lowest responsive and responsible bidder. The proposed contract with California Professional Engineering, Inc., fully complies with the Competitive Bidding and Living Wage Ordinances. In addition, the proposed contract fully complies with the Prevailing Wage Law (Senate Bill 7) per Resolution 9406 adopted by the City Council on December 14, 2014. The contractor has indicated that the award of this contract will result in no new hires to the present workforce.

California Professional Engineering, Inc. has successfully completed seven contracts totaling more than \$2,300,000 on prior City projects since 2016. Staff has confirmed the contractor's license, their Department of Industrial Relations status is in good standing, and they received favorable reference checks from other agencies.

The contract for this project will be set as follows:

Bid	\$ 6,988,000
Contingency Allowance	\$ 697,000
Contract Not-to-Exceed Amount	\$ 7,685,000

A contingency of ten percent is allocated to this contract given possible unforeseen conditions that may be encountered. It is anticipated that construction will begin in June 2022 and be completed in April 2023. These proposed dates include the material lead time required for manufacturing and delivery of items.

COUNCIL POLICY CONSIDERATION:

This project is consistent with the City Council's goals to improve, maintain and enhance public facilities and infrastructure, and improve mobility and accessibility throughout the City.

ENVIRONMENTAL ANALYSIS:

The City's Environmental Administrator recommends that the City Council determine the proposed project to be categorically exempt under the CEQA Guidelines in accordance with Section 15301 *Existing Facilities*, and Section 15061(b)(3), *the common sense exemption (formerly general rule)*. The project qualifies for a Class 1 Existing Facilities categorical exemption from CEQA, as it consists of minor alteration of existing streets, with no expansion of use. Alterations of streets that are specifically included in Class 1 include, but are not limited to, the addition of bicycle facilities, including bicycle-share facilities, bicycle lanes, and pedestrian crossings. There are no features that distinguish this project from others in the exempt class and, therefore, there are no unusual circumstances.

On September 17, 2020, Caltrans determined that this project has no significant impacts on the environment as defined by National Environmental Protection Act (NEPA), and that there are no unusual circumstances as described in 23 CFR 771.117(b). Caltrans determined the project to be a Categorical Exclusion under 23 CFR 771.117(c): activity(c)(3).

FISCAL IMPACT:

The total cost of this contract including contingency is \$7,685,000 and the total cost of this action is expected not-to-exceed \$8,765,000. Funds for this action exist within the budgeted appropriations in the Complete Streets Project – Union Street Cycle Track Program (75087) CIP project. An additional appropriation of \$500,000 in Traffic Reduction Fees, \$399,577 in Surface Transportation Program, \$420,000 in Sewer Fund, and \$500,000 in American Rescue Plan Act funds is included in the March 14, 2022 *Amendments to the Fiscal Year 2022 CIP Budget* agenda report. It is anticipated that all of the construction cost will be expended in FY 2023.

The following table represents a contract summary of the project.

Base Bid	\$	6,988,000
Contingency	\$	697,000
Contract Administration and Inspection	\$	1,080,000
Total Fiscal Impact	\$	8,765,000

Respectfully submitted,



TONY OLMOS, P.E.

Director of Public Works

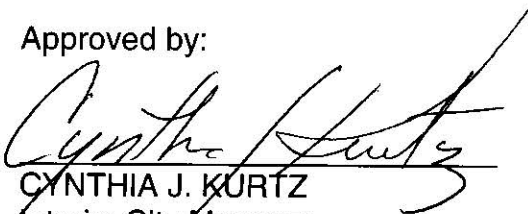
Prepared by:



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CYNTHIA J. KURTZ

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