

Agenda Report

June 10, 2024

TO: Honorable Mayor and City Council

FROM: Departments of Public Works and Transportation

SUBJECT: AUTHORIZE THE CITY MANAGER TO AMEND CONTRACT NO. 30489-0 WITH HDR ENGINEERING, INC. BY \$4,146,335 FOR A TOTAL AMOUNT NOT-TO-EXCEED \$5,959,422 FOR PROFESSIONAL SERVICES FOR THE PASADENA TRANSIT OPERATIONS AND MAINTENANCE FACILITY PROJECT

RECOMMENDATION:

It is recommended that the City Council:

1. Find the contract proposed herein to be categorically exempt under the California Environmental Quality Act (CEQA) in accordance with Title 14, Chapter 3, Article 19, Section 15061, Class 3, the Common Sense exemption that CEQA only applies to projects which have the potential for causing a significant effect on the environment;
2. Authorize the City Manager to amend Contract No. 30489-0 with HDR Engineering, Inc. by \$4,146,335, increasing the not-to-exceed amount to \$5,959,422 for professional services for the Pasadena Transit Operations and Maintenance Facility project; and
3. To the extent this transaction could be considered a separate procurement subject to the Competitive Selection Process, grant the proposed contract amendment with HDR Engineering, Inc. an exemption from the Competitive Selection Process set forth in the Competitive Bidding and Purchasing Ordinance pursuant to the Pasadena Municipal Code Section 4.08.049(B), contracts where the best interests of the City are served.

BACKGROUND:

The project is to construct a Transit Operations and Maintenance Facility (TOMF) to support the operations of the Pasadena Transit fixed route services and Pasadena Dial-A-Ride paratransit services. The proposed facility will be situated on two parcels located at 2180 East Foothill Boulevard and 2211 East Walnut Street.

On January 25, 2016, the City Council authorized a contract with Maintenance Design Group (MDG) for design and construction administration services for the TOMF for an amount not-to-exceed \$1,813,087. In January 2019, an assignment and assumption of design service agreement was executed to revise the Consultant party to HDR Engineering, Inc. (HDR) as MDG was acquired by HDR during the contract period. As such, MDG, will be heretofore referred to as HDR.

HDR's original contract amount was based on a preliminary project budget estimate of \$9,000,000 to design and construct the facility on the 0.76-acre parcel located at 2180 East Foothill Boulevard. During the contract performance period HDR completed several deliverables under their original scope of services. Two community meetings were held to introduce the project and concepts developed. A Basis of Design and Facility Space Needs Program report was finalized and two Design Commission presentations completed for preliminary consultation and concept design review. A conditional use permit application and Initial Study/Mitigated Negative Declaration (IS/MND), drafted as part of the California Environmental Quality Act (CEQA) guidelines, were also approved.

The originally proposed facility design would support operations and maintenance of an existing fleet size of 25 fixed-route buses and 11 Dial-A-Ride paratransit services, with a forecasted growth of 29 fixed-route buses and 13 paratransit service vehicles. However, the planning and conceptual design phase of the project revealed a need for a much larger space to accommodate future growth and programming of the Pasadena Transit fleet. Given the increase in project scope and cost, the project was halted at the direction of the City Manager in May 2018, until additional funding could be identified. In September 2022, the City was awarded Metro Measure R Mobility Improvement Program funding in the amount of \$65,400,000 to fully fund the design and construction of the TOMF in accordance with its Facility Space Needs Program.

In May 2023, HDR, under the existing contract, was directed to resume their design scope of services including accommodating the City's efforts to transition from its current compressed natural gas (CNG) fleet to zero emission vehicles. Pasadena Transit's programming needs were re-evaluated based on the fleet's projected growth through 2036. The fleet size is projected to increase to 50 fixed-route buses, 19 Dial-A-Ride paratransit services vehicles, and ten (10) non-revenue fleet vehicles. As a result, the total required programming area increased from 2.44 acres to 3.48 acres.

To accommodate the facility's expanded programming needs, the City pursued acquisition of an abutting 0.52-acre property located at 2211 East Walnut Street. On May 20, 2024, City Council approved the pending Agreement of Purchase and Sale for the property. The acquired parcel allows for expansion of the facility's footprint to 1.28 acres and will accommodate future expanded transit services, including the transition of its fleet to zero-emission vehicles, with charging equipment located on-site.

To implement the re-design of the TOMF, staff determined that additional services are required to accommodate the project's increased overall scope of work. This includes updating previously approved deliverables such as environmental documentation;

entitlement approvals including conditional use permit; schematic design development; and full design review by Design Commission. This also involves moving forward the design by developing 100% construction drawings, specifications, and final cost estimate to submit for Plan Check approval.

It is in the best interest of the City to continue contracting with HDR to render services for the TOMF as they have the most comprehensive knowledge of the project and understanding of Pasadena Transits' operational and maintenance needs. Staff reviewed HDR's proposed hourly rates; number of labor hours proposed for itself and each of its subconsultants for individual tasks; and project deliverables schedule. Based on this review, staff negotiated a final proposal cost with HDR that is agreeable to both parties. Staff is seeking authorization for an additional \$4,146,335 to re-design and develop construction documents resulting in a revised total not-to-exceed contract amount of \$5,959,422. The increased cost is in range with industry-accepted compensation for design services as it is 6.1% of the current estimated project cost and in line with the significant expansion of the project's scope.

COUNCIL POLICY CONSIDERATION:

This contract is consistent with the City Council's goal to maintain fiscal responsibility and stability and improve mobility and accessibility throughout the City.


ENVIRONMENTAL ANALYSIS:

This action is exempt from the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines Section 15061(b)(3), the commonsense exemption that CEQA only applies to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

FISCAL IMPACT:


The total cost of this action will be \$4,146,335 for a revised contract amount not-to-exceed \$5,959,422. Funding for this action will be addressed by the utilization of existing budgeted appropriations in the *Construction of Transit Operations Maintenance Facility (75707) Capital Improvement Program* project. There will be no impact to General Fund. It is anticipated all costs will be expended in fiscal years FY 2025 thru FY 2028.

Respectfully submitted,




TONY OLMOS, P.E.
Director of Public Works

With Concurrence,




JOAQUIN T. SIQUES, T.E.
Director of Transportation

Prepared by:



for Kris Markarian, P.E.
Deputy Director of Public Works/City Engineer

Approved by:



MIGUEL MÁRQUEZ
City Manager