

Agenda Report

July 21, 2025

TO: Honorable Mayor and City Council

FROM: Department of Public Works

THROUGH: Finance Committee

SUBJECT: AUTHORIZE THE CITY MANAGER TO ENTER INTO A CONTRACT WITH DOKKEN ENGINEERING, INC. IN THE AMOUNT OF \$1,637,058 FOR 1) PREPARATION OF THE ENVIRONMENTAL DOCUMENT AND PRELIMINARY ENGINEERING (PHASE 1A) IN AN AMOUNT NOT TO EXCEED \$781,185 AND 2) PREPARATION OF PLANS, SPECIFICATIONS, AND ESTIMATES (PHASE 1B) IN AN AMOUNT NOT TO EXCEED \$855,873 FOR THE SAN RAFAEL BRIDGE SEISMIC RETROFIT PROJECT, AND AMENDMENT TO THE FISCAL YEAR 2026 CAPITAL IMPROVEMENT PROGRAM BUDGET

RECOMMENDATION:

It is recommended that the City Council:

1. Find that the action proposed herein is not a "project" subject to the California Environmental Quality Act ("CEQA") pursuant to California Public Resource Code Section 21065 and within the meaning of State CEQA Guidelines Section 15378(b);
2. Authorize the City Manager to enter into a contract, as the result of the competitive selection process, as specified by Section 4.08.047 of the Pasadena Municipal Code, with Dokken Engineering, Inc., for preparation of the environmental document and preliminary engineering (Phase 1A), for a total amount not to exceed \$781,185, which includes the base contract amount of \$721,185 and a contingency of \$60,000 to provide for any necessary change orders. Competitive price bidding is not required pursuant to City Charter Section 1002(F) (contracts for professional or unique services);
3. Authorize the City Manager to amend the proposed contract with Dokken Engineering, Inc., for preparation of plans, specifications, and estimates (Phase 1B), in an amount not to exceed \$855,873, which includes the base contract amount of \$795,873 and a contingency of \$60,000 to provide for any necessary change orders, upon completion of Phase 1A work and receipt of additional expenditure

authorization from the California Department of Transportation (Caltrans) for Phase 1B of the project; and

4. Amend the Fiscal Year (FY) 2026 Capital Improvement Program (CIP) Budget by appropriating \$285,066 in Highway Bridge Program Funds and transferring \$46,000 in General Fund from Colorado Street Bridge Barrier Enhancements -Design Phase (73324) to the San Rafael Bridge Seismic Retrofit (73946) project.

BACKGROUND:

The San Rafael Bridge is located on San Rafael Avenue over the Arroyo Seco. Constructed in 1922, it is a cast-in-place concrete arch structure consisting of two parallel identical arch ribs supporting spandrel columns. Although repairs were performed in 1992, no seismic improvements were made at that time. The bridge has been identified as seismically vulnerable in Caltrans inspection reports and is eligible for Highway Bridge Program funding. The project consists of retrofitting structural components including the spandrel columns and arch rib elements and rehabilitating the existing bridge to address seismic deficiencies in accordance with Caltrans maximum credible earthquake (MCE) criteria.

The Highway Bridge Program (HBP) is a safety program that is funded by the Federal Highway Administration (FHWA) and provides federal aid to local public agencies. The California Department of Transportation (Caltrans) is responsible for administering the implementation of the aforementioned program.

In February 2023, Caltrans approved the City's application to perform seismic retrofitting of the San Rafael Bridge. In June 2025, Caltrans accepted the City's request for HBP funding for a total project cost of \$10,537,000. The project is funded through the HBP, with a required local match of \$1,208,594 (11.47% of the total project cost). HBP funds are obligated and allocated to the City in three phases: Preliminary Engineering (PE) for \$1,847,000, Right of Way (R/W) for \$150,000, and Construction (CON) for \$8,540,000. Caltrans authorizes expenditure for each subsequent phase upon the City's completion and approval of the preceding phase.

The Department of Public Works issued a Request for Proposals (RFP) to solicit professional services for both Phases 1A and 1B (PE) including public outreach, and right-of-way and regulatory permit support services on February 28, 2025. On April 10, 2025, the City received a single proposal in response to the RFP, submitted by Dokken Engineering, Inc., based in Folsom, CA.

The proposal was evaluated and scored in accordance with the procedures and criteria set forth in the RFP. Dokken Engineering was determined to meet the City's criteria and mandatory requirements and is recommended to provide PE services for the San Rafael Bridge Seismic Retrofit project.

Dokken Engineering, Inc., headquartered in Folsom, California, is a firm of 70 employees with over 30 years of experience in bridge engineering. The firm has provided services for numerous federally-funded historic arch bridge retrofit and rehabilitation projects, including design services for the City's 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. in an amount not to exceed \$781,185 for Phase 1A of the project. Upon completion of Phase 1A and receipt of a secondary expenditure authorization from Caltrans for the PE Phase, it is further recommended that the City amend the contract with Dokken Engineering, Inc. in an amount not to exceed \$855,873 for Phase 1B as it is in the best interest of the City to have the same consultant complete Phase 1A and 1B work. As proposed, total compensation to Dokken Engineering, Inc. for these two contracts shall not exceed \$1,637,058. The scope of work includes the following:

Phase 1A

Preliminary Engineering and Environmental Fees	\$721,185
Contingency Allowance	<u>\$ 60,000</u>
Contract Not to Exceed Amount	\$781,185

Phase 1B

Plans, Specifications, and Estimates	\$795,873
Contingency Allowance	<u>\$ 60,000</u>
Contract Not to Exceed Amount	\$855,873

It is anticipated that Phase 1A will require approximately two years to complete, followed by an additional 20 months for completion of Phase 1B.

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 action proposed herein is not a "project" subject to the CEQA in accordance with Section 21065 of the CEQA and State CEQA Guidelines Section 15060(c)(2), 15060(c)(3), and 15378. Entering into a professional services agreement with Dokken Engineering, Inc. is an organizational and administrative action that would not cause either a direct or a reasonably foreseeable indirect physical change in the environment.

FISCAL IMPACT:

Staff recommends amending the FY 2026 CIP Budget by appropriating \$285,066 in HBP Funds and transferring \$46,000 in General Fund from *Colorado Street Bridge*

Barrier Enhancements - Design Phase (73324) project to the *San Rafael Bridge Seismic Retrofit (73946)* project. This transfer is the remaining amount needed to cover the local match requirement for Phase 1A by the HBP grant. Further, the Colorado Street Bridge Barrier Enhancements project is in the design phase and has sufficient funds to complete this phase. While additional funding will be required in the future for construction of this project, redirecting a portion of the balance to address this immediate need will not impact the progress of the project's design phase.

The total cost of these contracts will be \$1,637,058, and the total cost of this action is not-to-exceed \$1,846,958. Funding for this action will be addressed by the utilization of existing budgeted appropriations in the *San Rafael Bridge Seismic Retrofit Project (73946)* CIP project. It is anticipated that all the costs will be incurred between FY 2026 and FY 2029.

The following table represents the contract summary:

Phase 1A Environmental & Preliminary Design	\$ 721,185
Phase 1B Plans, Specifications, and Estimates	\$ 795,873
Contingency	\$ 120,000
Administration Costs	\$ 209,900
Total Fiscal Impact	\$1,846,958

Respectfully submitted,



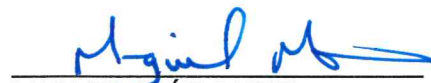
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