



Agenda Report

November 24, 2025

TO: Honorable Mayor and City Council

FROM: Department of Transportation

SUBJECT: **AUTHORIZE THE CITY MANAGER TO ENTER INTO A CONTRACT AGREEMENT WITH KIMLEY-HORN AND ASSOCIATES, INC. FOR PASADENA AVENUE AND ST. JOHN AVENUE ROADWAY NETWORK PROJECT CONCEPTUAL DEVELOPMENT, PRELIMINARY ENGINEERING AND FINAL DESIGN SERVICES FUNDED THROUGH MEASURE R MOBILITY IMPROVEMENT PROJECT (MIP) FUNDS FOR A TOTAL AMOUNT NOT TO EXCEED \$4,848,630**

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 State CEQA Guidelines Section 21065 and within the meaning of Section 15378(b); and
2. Authorize the City Manager to enter into a contract with Kimley-Horn and Associates, Inc., as the result of a competitive selection process, as specified by Section 4.08.047 of the Pasadena Municipal Code, for Pasadena Avenue and St. John Avenue Roadway Network Project Conceptual Development, Preliminary Engineering and Final Design Services funded through Measure R MIP funds in the amount not to exceed \$4,848,630 which includes the base contract amount of \$1,436,960 to develop conceptual and preliminary design (Phase 1), the option for additional services to deliver final design including Plans, Specifications and Estimates (PS&E) in the amount of \$2,970,885 (Phase 2), and a contingency amount of \$440,785 for any necessary change orders subject to City Manager approval. Competitive price bidding is not required pursuant to City Charter Section 1002(F) (contracts for professional or unique services).

BACKGROUND:

In September of 2022, the City submitted a letter to Los Angeles Metro providing a list of City Council-approved projects for consideration for Measure R MIP funds in lieu of the California Boulevard Grade Separation Project. The Pasadena Avenue and St. John Avenue Roadway Network Project is one of the most significant projects, in terms of

size and scale, funded through the Measure R MIP funds. The total amount appropriated in the City Capital Improvement Program (CIP) to plan, design, and build the project is \$75,100,000. The subject contract associated with this Agenda Report is for the first phase of services to develop and complete the project design in preparation for construction.

The City completed extensive preliminary community engagement as part of the conceptual design effort for this project in 2022, detailed in the 710 N. Stub Project Development Technical Memorandum (Attachment A). The concepts identified through that effort are preliminary and are subject to refinement as part of the upcoming design and outreach efforts to be undertaken as part of the subject contract associated with this Agenda Report. This contract is for professional design services that will re-introduce the initial concepts to the community, obtain community feedback to identify a recommended set of improvements along the corridor, and advance the project design to construction-ready engineering plans. The community engagement process will continue throughout the engineering design phase to ensure community consensus on the final design. The consultant for this contract will provide all engineering design services, and Arellano Associates, the firm coordinating all MIP engagement-related work (including this project), will support staff on all engagement and outreach for the project allowing for a citywide coordinated engagement strategy with all MIPs. Community engagement support for the MIPs includes 24 public events, 21 project stakeholder meetings, management of Community Advisory Committees, and graphic materials, community survey, and project website support.

This project aims to establish an enhanced bicycle and pedestrian network on and adjacent to Pasadena Avenue and St. John Avenue, enhancing safety and accessibility for people walking and biking. The project will maintain the existing number of through travel lanes for people driving and enhance traffic operations with upgraded traffic signals and new safety enhancements. The project will balance the needs of residents, businesses, and institutions for people walking, driving, and biking, thereby contributing to a safer and more sustainable transportation environment for the community. This near-term project is complementary to the long-term planning work being conducted through the 710 Reconnecting Communities Vision Plan efforts which focus on the ditch area north of California Boulevard. The project provides near-term infrastructure improvements that complement and do not preclude additional more substantial infrastructure and community improvements being planned by the 710 Reconnecting Communities Vision Plan.

The project area includes Pasadena Avenue and St. John Avenue and the adjacent areas, covering approximately 1.8 miles in length between Walnut Street and Columbia Street shown in the Project Area Map (Attachment B). This project extends beyond the southern limit of the 710 Reconnecting Communities Vision Plan study area which ends at California Boulevard. The project will address and upgrade the narrow asphalt sidewalk and older infrastructure along Pasadena Avenue south of California Boulevard, delivering near-term safety and accessibility improvements for motorists, pedestrians, and bicyclists. In coordination with this project, the City will be completing

improvements on Columbia Street as a separate project. Along with corridor improvements, improving safety and mobility at intersections along Pasadena Avenue and St. John Avenue will be a critical component of the project.

Phase 1 of this work will consist of concept development and preliminary engineering. Concept development will be an iterative process with community input. Initial design ideas based on the 710 N. Stub Project Development Technical Memorandum will be developed and then refined using feedback from public meetings, surveys, and online platforms. As concepts evolve, high-quality renderings provided by the contract consultant showing before-and-after conditions will help the community visualize the proposed changes. These visualizations will be used to gather further feedback to ensure the design aligns with community needs.

After completion of Phase 1, the City will determine whether to exercise the contract option and proceed to the next phase, Phase 2. This phase would involve advancing the preliminary design to a 100% final PS&E design package suitable for construction bidding.

On June 26, 2025, the Department of Transportation (DOT) issued a Request for Proposals (RFP) on OpenGov seeking consultant services for professional conceptual development, preliminary engineering, and final design services for the Pasadena Avenue and St. John Avenue Roadway Network Project. One hundred and one firms downloaded the RFP. Eight proposals were submitted by the due date of August 15, 2025. One of the prime consultant firms that provided submittals was a local firm as defined by the evaluation criteria, and one of the prime consultant firms that submitted proposals was a small or micro-business.

An inter-departmental evaluation committee from DOT and the Department of Public Works evaluated the proposals based on the criteria identified in the RFP. The scoring criteria included: project understanding, experience and references, project approach, staffing of project/ability to perform, cost proposal, local Pasadena business, and small or micro-business. Below is the list of proposers and overall scores, on a scale from 0 to 100.

Firm	City	Small or Micro-Business	Total Score
Kimley-Horn and Associates, Inc.	Pasadena, CA*	No	78.22
Fehr & Peers	Los Angeles, CA	No	76.78
Michael Baker International, Inc.	Moon Township, PA	No	72.54
HDR Engineering, Inc.	Los Angeles, CA	No	71.30
Parsons Transportation Group Inc.	Pasadena, CA	No	69.80
TKE Engineering, Inc.	Riverside, CA	Yes	69.75
GHD Inc.	Phoenix, AZ	No	67.97
Cordoba Corp.	Los Angeles, CA	No	67.08

*Firm established an office in the City of Pasadena after the proposal submittal and therefore based on the established criteria no local preference points were awarded to the firm

Based on the evaluation procedures and criteria specified in the RFP, the proposals were evaluated, scored, and ranked. Staff scheduled meetings with the top five firms for further discussion and clarification of their proposals: Fehr & Peers, HDR Engineering, Inc., Kimley-Horn and Associates, Inc., Michael Baker International, Inc., and Parsons Transportation Group Inc.

The evaluation panel recommended that Kimley-Horn and Associates, Inc. be awarded the contract, as demonstrated by their overall total score. Kimley-Horn and Associates, Inc. is a recognized transportation planning and engineering consulting firm with significant experience in the Southern California region, with over 350 staff supporting over 75 Los Angeles County public agencies. Kimley-Horn and Associates, Inc. recently established an office in Pasadena.

Kimley-Horn and Associates, Inc. has significant experience in providing full-service engineering design services for large transportation infrastructure projects similar in scope, facility type, and size to the proposed Pasadena Avenue and St. John Roadway Network Project. Notably, Kimley-Horn and Associates, Inc.'s experience with providing design services for large, complex transportation projects includes the City of Los Angeles Mission Mile Sepulveda Project, the City of Glendale's San Fernando Road Multimodal Improvements Project, the City of Los Angeles Broadway-Manchester Active Transportation Equity Project, and the City of Burbank San Fernando Class I Bikeway. For the City of Pasadena, Kimley-Horn and Associates, Inc. was part of the successful project team that developed the technical feasibility assessment of the State Route 710 North area. This work led to the successful relinquishment of the area from the California Department of Transportation to the City of Pasadena, enabling the advancement of the planning work for the North 710 stub.

Kimley-Horn and Associates, Inc. demonstrated the highest competence in conceptual development, preliminary engineering, and final design services for the Pasadena

Avenue and St. John Roadway Network Project, based on the evaluation criteria. Therefore, staff recommends that the City enter into a contract for a total amount not to exceed \$4,848,630 with Kimley-Horn and Associates, Inc.

The proposed contract will be structured as follows:

Phase 1,(Base) Initial Design	\$1,436,960
Phase 2,(Option) Final Design	\$2,970,885
Contingency (approximately 10%)	<u>\$440,785</u>
Contract "Not to Exceed" Amount	\$4,848,630

The Phase 1 effort of the project is expected to begin in January 2026.

COUNCIL POLICY CONSIDERATION:

This project is consistent with the City Council's goal to support and promote the quality of life and local economy. This project by advancing the Pasadena Avenue and St. John Avenue Roadway Network Project is also consistent with Mobility Element Policies:

- 1.2 Promote greater linkages between land uses and transit, as well as non-vehicular modes of transportation to reduce vehicular trip related emissions.
- 1.7 Design streets to achieve safe interaction for all modes of travel particularly for pedestrians and bicycle users.
- 1.11 Design Streets to reflect the mobility needs of the adjacent land use context to support healthy activities such as walking and bicycling.
- 1.12 Apply traffic management measures to manage vehicular speeds as a function of designated street type to ensure safe and orderly movement of all modes of travel.
- 1.17 Design streets to improve access to destinations by transit, bicycle and walking.
- 1.23 Improve public health by supporting walking and bicycling throughout the city.
- 2.5 Develop and maintain a comprehensive and integrated system of reduced stress bikeways and increase bicycle parking at destinations to promote bicycle riding as a mode of transportation.
- 2.8 Maintain existing and identify new opportunities for bicycle infrastructure.

ENVIRONMENTAL ANALYSIS:

CEQA excludes, from environmental review, actions that are not "projects" as defined by CEQA Guidelines Section 21065 and within the meaning of Section 15378(b). Sections 21065 and 15378(b) define a project as an action which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment. Section 15378 excludes from the definition of "project" continuing administrative or maintenance activities, such as purchases for supplies and services. The actions proposed herein, authorizing the City Manager to enter into a contract for professional services, is an administrative activity for the purchasing of services, and therefore is not a "project" as defined by CEQA. Since the action is not a project subject to CEQA, no environmental document is required.

FISCAL IMPACT:

The total cost of this contract including contingency is \$4,848,630. Funding for this action will be addressed by the existing budgeted appropriations in the Pasadena Ave and St John Ave Street Improvements (75127) CIP project. All related City staff support for this contract is funded by the CIP project. There is no impact to the General Fund.

The following table represents the fiscal impact.

Description	Cost
Phase 1, (Base) Concept Development and Preliminary Engineering	\$1,436,960
Phase 2, (Option) Final Design and Construction Support	\$2,970,885
Contingency	\$440,785
Total Fiscal Impact	\$4,848,630

Respectfully submitted,



JOAQUIN T. SIQUES
Director, Department of Transportation

Prepared by:



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Senior Planner

Approved by:



MIGUEL MARQUEZ
City Manager

Attachment:

Attachment A - 710 N. Stub Project Development Technical Memorandum
Attachment B - Project Area Map