



Agenda Report

October 6, 2026

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 PROFESSIONAL SERVICES FOR THE DEVELOPMENT OF THE ROSE BOWL AREA AND BROOKSIDE PARK MULTIMODAL CONNECTIVITY PLAN FUNDED BY THE CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) SUSTAINABLE TRANSPORTATION PLANNING GRANT (STPG) PROGRAM FUNDS FOR A TOTAL AMOUNT NOT-TO-EXCEED \$500,000.

RECOMMENDATION:

It is recommended that the City Council:

1. Find that the proposed action is exempt from the California Environmental Quality Act ("CEQA") pursuant to Public Resources Code Section 21065 and within the meaning of State CEQA Guidelines Section 15378;
2. Authorize the City Manager to enter into a contract with Kimley-Horn and Associates, Inc. as the result of a competitive selection process, specified by 4.08.047 of the Pasadena Municipal Code, for the development of the Rose Bowl Area and Brookside Park Multimodal Connectivity Plan funded through the Sustainable Transportation Planning Grant (STPG) Program funds and a local match in the amount not-to-exceed \$500,000; which includes the base contract amount of \$442,620 and contingency amount of \$57,380 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); and
3. Authorize the City Manager to approve no-cost amendments to the subject contract including durational extensions.

BACKGROUND:

In July 2025, the Department of Transportation (DOT) was awarded \$442,650 from the California Department of Transportation's (Caltrans) Sustainable Transportation Planning Grant (STPG) for the Rose Bowl Area and Brookside Park Multimodal Connectivity Plan. The objective of the Caltrans STPG Program is to fund local and regional multimodal transportation and land use planning projects that advances the Regional Transportation Plan, Sustainable Communities Strategy/Alternative Planning Strategies, and contribute to the State's Greenhouse Gas reduction target.

In October 2025, the City Council approved the acceptance of the grant and appropriated \$442,650 in STPG Program grant funds, and \$57,350 in in General Fund local match.

This Plan will evaluate walking and biking access and parking, traffic operations, transit service, roadway safety, and transportation demand management strategies for the Rose Bowl and Brookside Park area during major events and day-to-day community use. The project area includes the full circulation network, including roadways, pathways, parking facilities, and connections to surrounding neighborhoods and event access routes. See Attachment A for the full project area map.

On June 30, 2026, DOT issued a Request for Proposals (RFP) on OpenGov seeking qualified consultant teams to develop the Plan. On July 31, 2026, the City received four proposals in response to the RFP.

An evaluation committee from DOT evaluated the proposals based on the criteria identified in the RFP. Below is the list of proposers and overall scores.

FIRM	CITY	SCORE
Kimley-Horn and Associates, Inc.*	Pasadena, CA	86
Kittelson & Associates, Inc.	Orange, CA	84.67
Cambridge Systematics, Inc.	Oakland, CA	78.58
Fehr & Peers	Los Angeles, CA	76

**Local firm*

The evaluation panel recommended that Kimley-Horn and Associates, Inc. (Kimley-Horn) be awarded the contract, as demonstrated by their overall total score and extensive experience delivering multimodal transportation planning and engineering services throughout Southern California. In addition to their strong technical proposal, Kimley-Horn has a long-standing history of successfully completing work for the City of Pasadena, delivering over one hundred thirty (130) projects within the City, including numerous Rose Bowl Operating Company (RBOC) event traffic and parking studies, water and sewer infrastructure work, safety studies, and design efforts for the City's Transit Operations and Maintenance Facility. They also serve as the lead consulting team on major efforts, including the Pasadena Avenue and St. John Avenue Roadway Network Project. Their proven understanding of Pasadena's transportation network, operations, and community needs strengthens their ability to deliver this project. Kimley-Horn. 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. Furthermore, local preference was considered during the evaluation process, and Kimley-Horn and Associates, Inc.'s recently established Pasadena office reinforced the firm's commitment to serving the community through accessible staffing and responsive project delivery.

The subconsultants teamed with Kimley-Horn are Arellano Associates and AimTD LLC. Arellano Associates is a community outreach consulting firm with experience in transportation, infrastructure, public safety, sustainability, and planning initiatives. The firm is currently supporting DOT's multimodal communication and public engagement program and supported the Union Street Cycle Track. AimTD LLC is a traffic data collection firm, with experience conducting over 10,000 traffic counts annually throughout California. AimTD has prior experience providing traffic counts to DOT for other ongoing initiatives.

The Kimley-Horn team demonstrated the highest competence in project approach and coordination, relevant experience, and proposed staffing for the Rose Bowl and Brookside Park Multimodal Connectivity Plan, based on their experience with similar, venue-specific multimodal plans in the region, their deep understanding of the role of community outreach in these projects, and their experienced project manager who has over ten years of experience in the field and possesses a Traffic Engineer (TE) license. Therefore, staff recommends that the City enter into a contract with Kimley-Horn for a total amount not to exceed \$500,000.

The proposed contract will be structured as follows:

Consultant Services Base Contract	\$442,620
Contingency (approximately 10%)	\$57,380
Contract "Not to Exceed" Amount	\$500,000

In evaluating the cost proposal, staff confirmed that pricing was fair and reasonable. The solicitation produced strong cost competitiveness among submitting firms, with all proposals closely aligned to the prescribed funding limit. Based on the competitiveness of submissions, appropriateness of proposed effort, and reasonableness of the consultant's rates, staff determined that the pricing offered by Kimley-Horn was fair, competitive, and representative of resources necessary to successfully deliver the project.

It is anticipated that the Plan's development will begin in winter 2026 and will be completed in Fiscal Year 2028. The Plan will begin with evaluating baseline conditions, forming a Community Advisory Committee (CAC) and hosting a series of engagement meetings. The CAC will meet as necessary as the plan reaches key milestones and will include representatives from community organizations, disadvantaged neighborhoods, local businesses, and key stakeholders such as the RBOC, the Rose Bowl Aquatic Center, Kidspace Children's Museum, and the Arroyo One Foundation who will participate throughout the engagement process. The consultant team will facilitate these meetings by preparing agendas, presentations, and summaries, and will also conduct

broader outreach initiatives including community workshops, pop-up events, a project website, online and physical feedback tools, and targeted engagement with community-based organizations to ensure broad and inclusive participation across Pasadena's diverse communities.

COUNCIL POLICY CONSIDERATION:

This project aligns with the City Council's goals to support mobility, sustainability, and quality of life, and specifically advances the City Council's Mobility and Accessibility Strategic Planning Goal. This Plan, by enhancing multimodal connections, encouraging active transportation, and supporting safe mobility options, is consistent with the following adopted Mobility Element policies, which call for expanded bikeway infrastructure and parking and promotion of non-auto travel and safety education:

Policy 2.5 Develop and maintain a comprehensive and integrated system of reduced-stress bikeways and increase bicycle parking at destinations.

Policy 2.6 Strengthen the marketing and promotion of non-auto transportation to residents, employees, and visitors.

Policy 2.8 Maintain existing and identify new opportunities for bicycle infrastructure.

Policy 2.9 Ensure secure and convenient bicycle parking is available at destinations.

Policy 2.11 Consider bicycle education safety programs for all skill levels.

Policy 2.12 Develop specialized educational campaigns and informational materials to improve safety for pedestrians and bicyclists.

This project is also consistent with one of the City's Top Priorities of improving roadways and implementing pedestrian and bicyclist safety strategies.

ENVIRONMENTAL IMPACT:

CEQA excludes, from environmental review, actions that are not "projects" as defined by Public Resource Code Section 21065 and within the meaning of State CEQA Guidelines Section 15378. Sections 21065 and 15378 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(b) 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 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 \$500,000. Funding for this action will be provided through the existing appropriations in the Capital Improvement Program Fund, Rose Bowl Pedestrian and Bicycle Access Study Project (Project No. 75925). Funding consists of \$442,650 in STPG funds and \$57,359 in local match funds previously transferred from the DOT's General Fund Operating Budget. This contract will have no additional impact on the General Fund beyond the funds previously budgeted.

The following table represents the fiscal impact:

STPG Grant Funds	\$ 442,650
General Fund Local Match	\$ 57,350
Total Sources	\$ 500,000

Respectfully submitted,



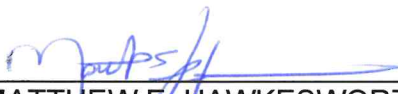
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