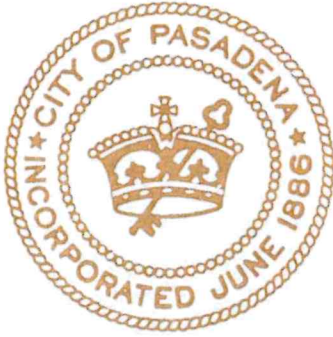




Agenda Report

October 6, 2026

TO: Honorable Mayor and City Council

FROM: Departments of Public Works and Transportation

SUBJECT: AUTHORIZE THE CITY MANAGER TO ENTER INTO A CONTRACT WITH PCL CONSTRUCTION SERVICES, INC. FOR CONSTRUCTION MANAGER AT-RISK PHASE 1 PRECONSTRUCTION, DESIGN-ASSIST, AND GUARANTEED MAXIMUM PRICE DEVELOPMENT SERVICES AND PHASE 1A DEMOLITION AND SITE PREPARATION SERVICES FOR AN AMOUNT NOT TO EXCEED \$11,147,338 FOR THE TRANSIT OPERATIONS AND MAINTENANCE FACILITY PROJECT

RECOMMENDATION:

It is recommended that the City Council:

1. Find that the contract proposed herein is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Title 14, Chapter 3, Article 19, Section 15332, Class 32 (In-Fill Development Projects) of the State CEQA Guidelines; find that there are no features that distinguish this project from others in the exempt class and, therefore, there are no unusual circumstances; and
2. Authorize the City Manager to enter into a contract, as a result of the competitive selection process and as specified by Section 4.08.136 of the Pasadena Municipal Code, with PCL Construction Services, Inc. for Phase 1 preconstruction, design-assist, and Guaranteed Maximum Price (GMP) development services in the amount of \$999,362 and Phase 1A early construction services, including initial site demolition, grading, environmental remediation, and related site preparation, in the amount of \$9,134,581 to proceed in advance of establishment of the full project Guaranteed Maximum Price (GMP), plus a contract contingency of \$1,013,395 for a total amount not to exceed \$11,147,338 including contingency. Competitive bidding is not required pursuant to City Charter Section 1002(F) (contracts for professional or unique services).

EXECUTIVE SUMMARY:

The City is developing the Transit Operations and Maintenance Facility (TOMF) to replace the leased transit yard at 303 North Allen Avenue with a permanent, City-owned operating campus for Pasadena Transit and Dial-A-Ride. The current lessor will terminate the Allen Avenue lease on June 30, 2028, establishing a firm deadline for the operational transition. The facility will consolidate fleet storage, dispatch, cleaning, maintenance, training, and administrative support and will include specialized repair bays designed to maintain hydrogen fuel-cell buses and the City's other fleet technologies. The project also includes infrastructure for battery-electric vehicles and sustainable building and site features intended to reduce energy demand, generate renewable power, reclaim vehicle-wash water, manage stormwater, and support Pasadena's long-term transition to zero-emission transit.

With design advancing under HDR Engineering, Inc. (HDR), the City conducted a competitive Request for Proposals for Construction Manager At-Risk (CMAR) services. Five firms submitted proposals and were interviewed. PCL Construction Services, Inc. (PCL) received the highest combined score and is recommended for the award.

The proposed contract includes Phase 1 preconstruction, design-assist, and Guaranteed Maximum Price (GMP) development services and a negotiated Phase 1A early construction package, including site demolition, grading, environmental remediation, and related site preparation. During Phase 1A, PCL will continue design-assist and trade procurement activities and develop an Initial GMP for the overall construction of the project. Advancing the Phase 1A work ahead of approval of the Initial GMP will remove schedule-critical activities while the remaining design and trade procurement continue, helping protect the City's objective to open the facility by June 30, 2028.

This action does not authorize the full construction of the project. Staff will return to the City Council with the Initial GMP and a separate recommendation before proceeding into Phase 2 construction. The subsequent Phase 2 authorization will account for the Phase 1 and Phase 1A amounts previously authorized by the City Council.

The total contract authorization requested with this action is \$11,147,338. This amount consists of \$999,362 for Phase 1 preconstruction and design-assist services, \$9,134,581 for the negotiated Phase 1A early construction package, and \$1,013,395 for contract contingency.

PCL committed in its proposal to reinvesting no less than 10 percent of the total TOMF contract direct construction cost value into Pasadena's local economy through local workforce participation, Pasadena-based subcontractors and suppliers, apprenticeships, and workforce-pipeline initiatives. PCL's Local Participation Engagement Plan is included as Attachment C for City Council review and establishes early outreach, procurement, verification, and reporting requirements for Phase 1A and development of the future Phase 2 GMP.

The adopted Capital Improvement Program (CIP) identifies a \$100 million total estimated project cost for the project, of which \$72.62 million has been appropriated to date. The most recent project cost estimate is approximately \$91.0 million; therefore, based on the current forecast, approximately \$18.4 million in additional appropriation is anticipated to complete the project. Existing project appropriations include \$65.4 million in Los Angeles County Metropolitan Transportation Authority (Metro) Measure R Mobility Improvement Project (MIP) funds, and the Department of Transportation (DOT) will seek the additional project funding from the same Measure R MIP program, subject to Metro approval. Accordingly, future appropriations would fund the currently unfunded portion of the \$100 million project already identified in the adopted CIP, rather than represent an increase to the project estimate previously presented to the City Council. Phase 2 construction will not proceed without sufficient appropriations and separate City Council authorization.

BACKGROUND:

Pasadena Transit currently operates from a privately-owned facility at 303 North Allen Avenue that is leased and operated by the City's third-party transit service contractor. The property lessor has notified the operator that the lease will terminate on June 30, 2028, creating a firm deadline for relocating Pasadena Transit and Dial-A-Ride operations. In addition, the existing site's maintenance space, vehicle storage, and supporting systems no longer provide the capacity or infrastructure needed for expanded transit service and zero-emission fleet technology. Completion of TOMF by June 30, 2028 is therefore necessary to avoid disruption to transit operations and provide a permanent, City-owned facility capable of supporting the City's long-term transit needs.

On January 25, 2016, the City Council authorized a \$1,813,087 professional services agreement with Maintenance Design Group (MDG) for planning, environmental documentation, design, and construction administration services. The original project was planned on the City's 0.76-acre parcel at 2180 East Foothill Boulevard and was intended to serve a substantially smaller fleet. HDR acquired MDG, and the agreement was assigned to HDR in January 2019.

Planning and conceptual design showed that the original parcel and program could not accommodate anticipated fleet growth and the transition to zero-emission technology. The project was paused in May 2018 while the City pursued additional funding and evaluated options for a larger site. In September 2022, the City secured \$65.4 million in Metro Measure R Mobility Improvement Program funding, allowing design to resume in May 2023. The program was then updated for projected needs through 2036, including up to 50 fixed-route buses, 19 Dial-A-Ride vehicles, and 10 non-revenue vehicles. The City's first order of 17 hydrogen fuel-cell electric buses is scheduled to arrive in December 2026, before the new facility is available. As an interim operating measure, the buses will be stored temporarily at 95 Alessandro Place. Portable vehicle-maintenance lifts and related temporary equipment will be brought to the existing Allen Avenue yard so the buses can be inspected and maintained until TOMF is operational. These interim arrangements are necessary but are not a substitute for the purpose-built maintenance, storage, safety, and support systems planned at TOMF.

To expand the original site, the City pursued the adjoining 0.52-acre parcel at 2211 East Walnut Street, formerly Bob's Paint & Body Shop. The City Council approved the purchase and sale agreement on May 20, 2024, and the property sale closed in early 2026. On June 10, 2024, the City Council amended HDR's contract by \$4,146,335, increasing it to \$5,959,422, so HDR could redesign the facility for the expanded two-parcel footprint, larger fleet, and zero-emission infrastructure.

As the two-parcel design advanced, conceptual estimates exceeded available funding. Design refinements needed to control cost would have reduced site functionality, required subterranean parking level and third-level parking deck, or placed part of the transit fleet offsite. The City therefore pursued the adjacent 0.34-acre parcel at 2160 East Foothill Boulevard, currently occupied by the tenant I Dig My Dog. The property is currently in escrow. Its acquisition will create a three-parcel operating campus, allow the full fleet to remain onsite, improve circulation, eliminate the previously contemplated subterranean and third-level parking, create additional opportunities for solar infrastructure, and reduce total project costs. However, proposed improvements on that parcel remain conceptual and subject to change through design development, discretionary approvals, and environmental review. The proposed Phase 1A scope is limited to demolition and associated site preparation and does not commit the City to undertaking specific permanent improvements on that parcel.

Because the project footprint, building program, and engineering requirements grew with the two additional parcels, the City Council amended HDR's contract again on April 13, 2026, adding \$2,147,667 and increasing the total to \$8,107,089. The amendment provides for completion of the three-parcel redesign, updated environmental and entitlement documents, Design Commission review, current-code updates, final construction documents, cost estimating, plan check, and permitting support. Preliminary CMAR drawings dated May 13, 2026, reflect the design development available for this procurement.

The current facility program includes a two-story maintenance, administration, and operations building; structured and surface parking for buses, paratransit vehicles, employees, and visitors; specialized maintenance and wash equipment with water reclamation; photovoltaic systems; battery-electric-bus charging infrastructure; stormwater controls; and associated utility, circulation, security, and off-site improvements.

Sustainability is a central project objective. Preliminary design coordination includes approximately 36,000 square feet of photovoltaic panels with an anticipated generating capacity of approximately 600 kilowatts, subject to final design and coordination with Pasadena Water and Power. The project also includes on-site stormwater treatment, retention, and bioretention features intended to improve runoff quality and reduce impacts on the municipal storm-drain system.

Available geotechnical and environmental investigations identify existing fill, utilities, soil handling, excavation, shoring, environmental monitoring, and vapor-mitigation considerations that require coordinated design and construction planning. Bringing the CMAR into the design phase will allow HDR, PCL, and City staff to validate these conditions, assign risks, develop appropriate bid packages, and incorporate required controls before the construction GMP is established.

The RFP establishes a five-month Phase 1 preconstruction period and a June 2028 completion requirement to support the relocation of transit operations before the existing lease expires. PCL's proposal presents a path to complete construction and commissioning in May 2028, subject to timely authorization, design completion, permitting, procurement, and successful GMP negotiations. Authorizing Phase 1A demolition with this award will allow a schedule-critical activity to proceed while final design and Phase 2 trade procurement advance.

Pasadena Transit and a Purpose-Built Operating Facility

Pasadena Transit is essential local infrastructure. Its routes connect Pasadena neighborhoods with employment, education, medical, civic, and commercial destinations and provide links to Metro's regional bus and A Line rail network. Pasadena Dial-A-Ride provides curb-to-curb mobility for eligible older adults and persons with disabilities. Together, these services expand access to daily needs, reduce dependence on private automobiles, and help advance the City's goal of making it possible for people to circulate without cars.

TOMF will be the operating backbone that keeps these services safe, reliable, and available each day. Unlike the capacity-constrained leased yard, the new campus is planned around the complete transit-service cycle: vehicles returning from service can be inspected, cleaned, repaired, stored, charged or prepared for fueling, and dispatched from one coordinated facility. Consolidated dispatch, operations offices, training space, parts and tool storage, heavy-duty shop equipment, and employee support areas will improve day-to-day coordination and create room for service and fleet growth through 2036.

Several features distinguish the facility from a conventional bus yard. The maintenance building includes purpose-designed repair bays with ventilation and classified electrical and safety provisions for servicing hydrogen fuel-cell, battery electric and compressed-natural-gas vehicles while retaining the ability to maintain diesel- and gasoline-fueled support vehicles during the fleet transition. A vehicle wash and water-reclamation system, dedicated training and dispatch areas, secure fleet circulation, structured parking, on-site solar generation, and expandable electric-vehicle charging will create a modern, flexible campus built around Pasadena Transit's actual operational needs.

Sustainability and Zero-Emission Fleet Readiness

Pasadena's zero-emission strategy includes both hydrogen fuel-cell and battery-electric vehicles. The City's initial order of 17 fuel-cell electric buses is scheduled to arrive in December 2026, and a separate hydrogen fueling facility is being developed to fuel that fleet. Until TOMF opens, the buses will be stored temporarily at 95 Alessandro Place and maintained at the Allen Avenue yard using portable lifts and temporary maintenance equipment. TOMF will replace these interim measures with the specialized maintenance environment needed to inspect, diagnose, and repair the hydrogen buses safely and efficiently. Locating this capability within the City's principal transit maintenance facility is critical to vehicle availability and long-term service reliability.

The facility's electrical infrastructure is being designed to support charging for battery-electric fixed-route buses, the battery-electric Dial-A-Ride fleet, non-revenue City vehicles, and employee and visitor vehicles. The current strategy combines direct-current fast charging where operational flexibility or mid-shift charging is needed with Level 2 charging for vehicles that can charge overnight. The design also preserves electrical capacity and equipment space so additional chargers can be installed as Pasadena Transit's zero-emission fleet expands. The determination of propulsion technology for the next round of fixed-route bus purchase will be made following an update to the Zero Emission Vehicle Rollout Plan, which was adopted by City Council in January 2023.

The City and design team are also evaluating a battery energy storage system that could increase use of on-site solar generation, reduce peak electrical demand, support the facility's expanding charging loads, and improve operational resilience. The final photovoltaic, charging, and battery-storage configurations will be coordinated with Pasadena Water and Power and refined during Phase 1 based on fleet needs, utility requirements, life-cycle cost, constructability, and available project funding.

During Phase 1, PCL will review these sustainability systems for constructability, cost, phasing, equipment availability, commissioning, and long-term maintainability. This early coordination will help the City retain the greatest practical renewable-energy and fleet-electrification benefits while controlling initial construction and operating costs.

Construction Manager At-Risk Project Delivery

Construction Manager At-Risk, as defined in Pasadena Municipal Code Section 4.08.020, uses separate agreements for the architect/engineer and a construction manager / licensed general contractor. During Phase 1, the CMAR works with the City and design team on estimating, scheduling, constructability, value engineering, risk management, procurement planning, and development of a GMP. The City retains design responsibility through HDR and does not authorize construction through the Phase 1 professional-services scope. Physical work may proceed only under the separately defined Phase 1A scope, Initial GMP, and Notice to Proceed authorized by this action.

Compared with traditional design-bid-build delivery, early contractor participation allows construction means, market conditions, bid-package interfaces, long-lead procurement, site logistics, utilities, permitting, and operational requirements to be evaluated while design decisions can still be adjusted. This is particularly important for TOMF because the project combines transit operations, specialized maintenance equipment, fleet electrification, a constrained site, and a fixed operational transition date.

The RFP also permits an Initial GMP for Phase 1A early work following negotiation of the scope, schedule, and price. The Phase 1A package included in this award is limited to demolition and related enabling work needed to prepare the site for the balance of construction. It does not constitute approval of the Final GMP for Phase 2.

If the City and PCL reach agreement on the scope, schedule, and Final GMP, staff may recommend a contract amendment for Phase 2 construction. If an acceptable Final GMP cannot be negotiated, the City retains the options identified in the RFP, including additional design and value engineering, negotiation with the next highest-ranked proposer, or completion of the design for traditional competitive bidding.

Selection of the CMAR for the Transit Operations and Maintenance Facility

On March 5, 2024, Pasadena voters approved Measure T, amending City Charter Section 1002 to authorize the City Council to approve alternative project delivery methods, including construction manager at-risk. On September 23, 2024, the City Council adopted Ordinance No. 7434, establishing procedures in the Pasadena Municipal Code for use of alternative project delivery.

On February 3, 2025, the City Council authorized use of CMAR delivery for TOMF pursuant to Pasadena Municipal Code Section 4.08.136. In March 2025, the City Manager approved corresponding procedures in the City's Purchasing Procedures Manual. The procedures are intended to produce a transparent, fair, and competitive best-value selection of the proposer most qualified to deliver the project.

The City Manager appointed a Procurement Oversight Committee (POC) and a Selection Committee. The POC included representatives of the City Manager's Office, Transportation Department, Finance Department, Purchasing Division, and City Attorney's Office and monitored procedural compliance. The Selection Committee included subject-matter experts from Public Works, Transportation, and Water and Power and evaluated the proposals and interviews. See Attachment B.

On September 9, 2025, the POC approved the evaluation criteria and weighted scoring used in the RFP:

- A. Experience and References (20 points);
- B. Organization and Qualifications of Key Personnel (20 points);
- C. Proposed Approach and Methodology (30 points);
- D. Financial Strength and Stability (5 points);

- E. Safety Record/Experience Modification Rate (5 points);
- F. Local Pasadena Business (5 points);
- G. Small or Micro-Business (5 points);
- H. CMAR Price Proposal (10 points); and
- I. Interview (50 points), for a total possible score of 150 points.

On April 9, 2026, the Department of Public Works issued the RFP. City staff conducted a mandatory pre-proposal meeting and site tour on April 28, 2026, attended by more than 30 industry professionals. Five responsive proposals were received on June 8, 2026:

The Selection Committee evaluated the written proposals and interviewed all five firms. PCL ranked first overall with a combined score of 127.0 of 150 points. The POC reviewed the procurement and concurred that the process complied with the approved procedures. Final scores and ranking are summarized below; Attachment A provides the detailed scoring by criterion.

Rank	Proposer	Proposal (100 points)	Interview (50 points)	Total (150 points)
1	PCL Construction Services, Inc., Glendale	78.5	48.5	127.0
2	Hensel Phelps, Irvine	71.9	44.0	115.9
3	Charles Pankow Builders, Ltd., Pasadena	73.4	39.1	112.5
4	Balfour Beatty Construction, LLC, El Segundo	69.0	39.5	108.5
5	W.E. O'Neil Construction, El Segundo	69.4	33.0	102.4

The RFP used an assumed \$60 million direct construction cost solely to compare proposers' fixed Phase 2 percentage rates and compensable-delay pricing. That evaluation basis is not a construction award or GMP. PCL's proposed lump sum for Phase 1 preconstruction and design-assist services is \$999,362. Staff reviewed PCL's proposed staffing, scope, level of effort, and pricing and determined the Phase 1 amount to be fair and reasonable for the services to be provided.

PCL was founded in 1906, is 100 percent employee-owned, and operates its Southern California office in Glendale. PCL reports delivery of more than 6,100 CMAR projects totaling more than \$75 billion. Its proposed team cited relevant experience with the Los Angeles International Airport Consolidated Rent-A-Car operations and maintenance facilities and demonstrated a detailed approach to estimating, constructability, phased procurement, utility coordination, commissioning, and protection of the July 2028 operational milestone.

PCL is also the City's CMAR for the Central Library Seismic Retrofit and Renovations project, which is currently in construction. Several members of PCL's proposed TOMF team are working on the Central Library project, providing continuity in City procedures, communication, procurement, reporting, and local outreach. PCL's current work at the Central Library has also created a practical foundation of Pasadena workforce partners, local-business contacts, apprenticeship pathways, and lessons that can be applied to TOMF from the beginning of Phase 1.

Through June 30, 2026, the Central Library project reported approximately \$1.03 million in qualifying local economic activity, equal to approximately 10.21 percent of eligible direct construction costs incurred through that date. Pasadena resident craft participation was limited during the specialized early-work phase but has strengthened as Phase 2 trade contractors have mobilized, with Pasadena residents performing nearly 10 percent of Phase 2 craft hours since construction began in March 2026. The experience demonstrates that local participation must be built into bid packages, subcontractor commitments, workforce referrals, and reporting before awards and mobilization, when the project still has the greatest ability to influence results.

The City's First Source construction-tax rebate is structured for qualifying private development, rather than a City-owned capital project such as TOMF. In light of the separate legal considerations associated with residency-based requirements on public contracts, TOMF uses PCL's voluntarily proposed participation goals and project-specific outreach and reporting provisions, rather than a City-imposed resident-hiring quota.

PCL expressly committed in its proposal to reinvesting no less than 10 percent of the total TOMF direct construction value into Pasadena's local economy through a combined program of local workforce participation, Pasadena-based subcontractors and suppliers, apprenticeship opportunities, and workforce-pipeline initiatives. The commitment will apply to the Phase 1A demolition work and, if authorized, the Phase 2 construction work. PCL will begin with early package forecasts, Industry Days, prequalification assistance, direct workforce referrals, and requirements for first-tier subcontractors to identify Pasadena business and worker opportunities before their scopes are awarded.

PCL's proposal identifies three specialized Phase 1 partners: Titan Disposal, a Pasadena-based hauler, for site readiness and existing-conditions support; KPFF for independent structural and constructability review; and The Construction Services Group, Inc., a Pasadena-based firm, for local outreach, business engagement, and economic inclusion. No Phase 2 trade subcontractors have been selected; those trade packages will be competitively procured during Phase 1. PCL also proposes partnerships with the Flintridge Center, Pasadena City College, ACE Mentor Program, Pasadena Chamber of Commerce, Foothill Workforce Development Board, and union apprenticeship and workforce organizations.

The Local Participation Engagement Plan provided as Attachment C incorporates PCL's proposal commitments and the lessons from the Central Library. It requires outreach and package-level planning before procurement, separates craftworker participation from management and professional services, tracks both awarded local commitments and actual expenditures, establishes monthly reporting, and prevents double-counting among workforce, subcontractor, supplier, and program expenditures. PCL will provide a pre-GMP implementation summary so the City can evaluate local participation commitments before staff recommends any Phase 2 GMP to the City Council.

Based on the combined evaluation, interview, and price scores, staff recommends awarding PCL the Phase 1 services and negotiated Phase 1A demolition package for a total amount not to exceed \$11,147,338, including contingency. The award preserves the City's discretion to authorize, modify, or decline any future Phase 2 work.

Project Budget and Future Funding

The adopted CIP identifies a \$100 million total estimated project cost for the TOMF, of which \$72.62 million has been appropriated to date. The most recent total project estimate is approximately \$91.0 million, resulting in an anticipated need for approximately \$18.4 million in additional appropriation. Based on this forecast, the future appropriation would fully fund the project without increasing the existing \$100 million project estimate.

The estimate includes construction, escalation, maintenance and bus-wash equipment, photovoltaic and related infrastructure, design and engineering services, technical consultants, construction management, design support during construction, City personnel and inspection costs, property acquisition, and other project costs.

The project is primarily funded through the Metro Measure R MIP program. In 2022, following the City Council's decision not to proceed with the Metro L Line California Boulevard Grade Separation project, Pasadena worked with Metro to reprogram funding to other priority transportation improvements. The TOMF project subsequently received \$65.4 million in Measure R MIP funding, representing the majority of its current appropriation. Metro has also identified \$49.1 million in unallocated Measure R MIP funds reserved for Pasadena. DOT anticipates requesting additional TOMF funding from these reserved funds, subject to Metro review and approval.

Public Works and the design consultants will refine the project cost estimate during CMAR Phase 1, incorporating design development, PCL's preconstruction estimating, competitive trade pricing, constructability review, value engineering, escalation, and identified project risks. Public Works anticipates completing an updated estimate by late November 2026 to support DOT's request to Metro for additional Measure R MIP funding.

Following the applicable Metro funding action, City staff will return to the City Council to request appropriation of the additional funds. PCL will concurrently continue developing the Phase 2 Final GMP. Staff will seek separate City Council authorization for the Phase 2 contract amendment only after the project cost, GMP, and funding plan have been sufficiently developed and adequate funding has been appropriated.

Next Steps

Following contract execution and Notice to Proceed, PCL will perform Phase 1 preconstruction and design-assist services for an initial contract time of no more than five months. Principal Phase 1 services include:

- Collaborating with City staff, HDR, consultants, utility agencies, and project stakeholders;
- Validating existing conditions, utilities, environmental and geotechnical requirements, and site constraints;
- Preparing milestone cost estimates and maintaining alignment between scope and budget;
- Developing the integrated design, procurement, construction, commissioning, and operational-transition schedule;
- Maintaining a project risk register with assigned mitigation measures and decision deadlines;
- Performing constructability, design coordination, and value-engineering reviews;
- Developing bid packages, subcontractor qualification requirements, and procurement strategies;
- Preparing an early-procurement plan for long-lead equipment and systems, including mechanical, electrical, and plumbing systems, structural components, shoring if required, maintenance equipment, elevators, glazing, and battery-electric-bus infrastructure;
- Coordinating hydrogen fuel-cell vehicle maintenance requirements, including repair-bay ventilation, classified electrical and safety provisions, specialized service equipment, commissioning, emergency-response procedures, and staff training, with HDR, Pasadena Transit, and the City's hydrogen vehicle and fueling teams;
- Coordinating photovoltaic generation, electric-vehicle charging, potential battery storage, utility-service requirements, energy controls, commissioning, and future fleet expansion with HDR and Pasadena Water and Power;
- Verifying permits, entitlements, deferred approvals, and agency coordination requirements;
- Implementing the Local Participation Engagement Plan provided as Attachment C and preparing the required stakeholder communication, procurement, workforce, and monthly reporting deliverables;

- Implementing immediate outreach to Pasadena residents, subcontractors, suppliers, and workforce partners for the Phase 1A demolition package and establishing baseline and monthly participation reporting;
- Competitively bidding the trade work and reconciling scope, allowances, contingencies, and risks; and
- Finalizing the Phase 1A demolition work plan and administering the Initial GMP, and preparing the Final GMP proposal and final preconstruction summary report.

The Phase 1A Initial GMP included in this award authorizes demolition of existing structures and site improvements and related enabling work, including hazardous-material abatement as required, site clearing, utility cut-and-cap, salvage and recycling, permits, safety controls, environmental controls, and coordination with the City, HDR, and affected utility agencies. The City will issue a separate Phase 1A Notice to Proceed only after the negotiated price is incorporated into the contract and PCL satisfies applicable subcontracting, bonding, insurance, permitting, environmental, and schedule requirements.

After design and competitive trade bidding are sufficiently complete, PCL will submit the Final GMP for Phase 2. Staff will evaluate the proposed scope, bid coverage, allowances, contingencies, construction schedule, and funding before returning to the City Council. At that time, the City may:

- A. Accept the Final GMP and amend the contract to authorize Phase 2 construction;
- B. Negotiate the Final GMP and request a Best and Final Offer;
- C. Direct HDR and PCL to revise scope, design, phasing, or schedule to reduce cost or duration;
- D. Appropriate additional funding, if available and necessary; or
- E. Terminate negotiations and pursue the next highest-ranked CMAR or complete the design for traditional design-bid-build delivery.

COUNCIL POLICY CONSIDERATION:

This contract is consistent with the City Council's goals to maintain fiscal responsibility and stability; improve mobility and accessibility throughout the City; and improve, maintain, and enhance public facilities and infrastructure that support the needs of Pasadena's residents and businesses. By providing the permanent operating base needed for reliable Pasadena Transit and Dial-A-Ride service, the project protects affordable local mobility, regional transit connections, and access for older adults and persons with disabilities. The project also advances the City's sustainability objectives by supporting hydrogen fuel-cell and battery-electric transit vehicles, incorporating renewable energy generation and electric-vehicle charging infrastructure, reclaiming vehicle-wash water, and integrating responsible stormwater management into the site design.

ENVIRONMENTAL ANALYSIS:

The proposed Phase 1 and Phase 1A contract award has been determined to be categorically exempt from CEQA under State CEQA Guidelines Section 15332, Class 32 (In-Fill Development Projects). The supporting record includes the Transit Operations & Maintenance Facility Project: Evidence Supporting a Class 32 Categorical Exemption Per CEQA Guidelines Section 15332, dated September 2025, and its memorandum titled CEQA Exemption for the Transit Operations & Maintenance Facility Project, dated June 23, 2026.

The September 2025 report evaluates the project at 2180 East Foothill Boulevard and 2211 East Walnut Street. The June 23, 2026 memorandum evaluates the addition of 2160 East Foothill Boulevard, including demolition of its existing improvements, together with a surface-parking concept and reductions to the originally proposed buildings. It concludes that the revised project analyzed in the memorandum meets all five Class 32 criteria and that none of the exceptions in State CEQA Guidelines Section 15300.2 apply. The memorandum also evaluates demolition and grading/site preparation and concludes that construction impacts would remain within the environmental findings of the prior report.

The authorization requested by this action is limited to Phase 1 professional services and the defined Phase 1A demolition and site preparation work. As described in the Executive Summary and Background, it does not authorize a specific use or permanent development configuration at 2160 East Foothill Boulevard. Future improvements on that parcel remain subject to applicable discretionary approvals and corresponding CEQA review.

PCL will incorporate applicable permitting, hazardous-materials, air-quality, noise, stormwater, soil-handling, and environmental-monitoring requirements into the Phase 1A work plan, pricing, schedule, and subcontract documents. The environmental report and memorandum are maintained in the supporting project record; they are not attached to this agenda report.

FISCAL IMPACT:

The total cost of the proposed contract, including contingency, is \$11,147,338. This amount consists of \$999,362 for Phase 1 preconstruction and design-assist services, \$9,134,581 for the Phase 1A demolition Initial GMP, and \$1,013,395 for contract contingency. Funding for this action will be addressed through existing budgeted appropriations in the *Construction of Transit Operations Maintenance Facility (75707)* Capital Improvement Program project, which includes Metro Measure R MIP funds. It is anticipated that the Phase 1 and Phase 1A costs will be expended through FY 2027. There is no impact to the General Fund.

The adopted CIP identifies a total estimated project cost of \$100 million, with \$72.62 million appropriated to date. Based on the most recent total project estimate of approximately \$91.0 million, an additional appropriation of approximately \$18.4 million is anticipated to complete the project.

DOT anticipates seeking additional Metro Measure R MIP funding to fully fund the construction phase of this project, subject to Metro approval and subsequent City Council appropriation to the CIP. Public Works and the design consultants will update the project estimate by late November 2026 to support that request. This action does not appropriate the anticipated additional funding or authorize Phase 2 construction. Phase 2 will require sufficient appropriations and separate City Council authorization.

The following table summarizes the fiscal impact of this action.

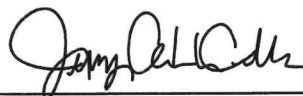
Phase 1 Preconstruction/Design-Assist Services	\$	999,362
Phase 1A Demolition and Initial GMP	\$	9,134,581
Contract Contingency	\$	1,013,394
Contract Administration	\$	900,000
Total Contract Award / Fiscal Impact		\$ 12,047,337

Respectfully submitted,



GREG DE VINCK
Director of Public Works

With concurrence,

for 

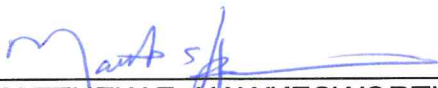
JOAQUIN T. SIQUES, T.E.
Director of Transportation

Prepared by:



Brent Maue, P.E.
City Engineer

Approved by:



MATTHEW E. HAWKESWORTH
Interim City Manager

Attachments:

- Attachment A - CMAR Proposer Scoring and Ranking
- Attachment B - Procurement Oversight Committee Members
- Attachment C - Local Participation Engagement Plan