



**Contract and Award Letter
Purchase Resolution – Exhibit “A”**

TO: Board of Contracts and Awards
FROM: Kurtis D. Kingsolver, P.E, Interim Director, Public Works *KDK*
 Veronicah Munyao, Engineering Project Manager, Public Works
COPY: City Council, City Manager, City Clerk, EIC Coordinator, LEAP Coordinator, and
 Carly Fowler, Senior Buyer, Finance/Procurement
SUBJECT: South Cedar Street Active Transportation Enhancements: South 15th Street to
 South Center Street
 Request for Bids Specification No. PW25-0197F, Contract No CW2281374 –
 May 5, 2026 City Council
DATE: April 6, 2026

RECOMMENDATION SUMMARY: The Public Works Department recommends awarding a contract to Northwest Cascade Inc, Puyallup, WA, in the amount of \$1,747,671.75, plus applicable taxes, plus a 10 percent contingency, for a projected contract amount of \$1,922,438.93, plus applicable taxes, budgeted from the 1060 Transportation Capital & Engineering Fund, for improvements across the entire project limits. This project delivers corridor-wide safety and accessibility improvements by enhancing pedestrian crossings, upgrading Americans with Disabilities Act (“ADA”) infrastructure, calming traffic through roadway reconfiguration, and expanding bicycle facilities with protected lanes, wayfinding, and signal upgrades, alongside evaluating speed limits and bike ramp needs.

STRATEGIC POLICY PRIORITY:

- Strengthen and support a safe city with healthy residents.
- Ensure all Tacoma residents are valued and have access to resources to meet their needs.
- Assure outstanding stewardship of the natural and built environment.

The Pedestrian & Bicycle Safety Program and 1085 Streets Initiative investments support a comprehensive suite of improvements across the project corridor that demonstrate strong stewardship of both the natural and built environment, by prioritizing multimodal infrastructure, such as protected and buffered bike lanes, enhanced sidewalks with buffers, and bicycle wayfinding. The project encourages a shift away from single-occupancy vehicles, reducing emissions and improving air quality. Context-sensitive design strategies, including lane width reductions, road reconfiguration, and median channelization, optimize the use of existing roadway space without expanding the footprint, thereby minimizing environmental disturbance. Enhancements such as ADA curb ramps, audible and countdown pedestrian signals, and safer crossings promote accessibility and equity, while safety features like rectangular rapid flashing beacons and speed management measures contribute to fewer collisions and associated impacts. Additionally, opportunities for landscaping and stormwater management within buffers and medians, combined with the efficient upgrade of existing infrastructure, further reinforce a sustainable, resilient, and community-focused approach to corridor improvements.

BACKGROUND: This project is part of the City of Tacoma’s Road Safety Plan and Master Plan. It addresses unsafe and inefficient multimodal travel conditions along the corridor, where high vehicle speeds, unclear roadway organization, and limited pedestrian and bicycle infrastructure contribute to user conflicts and increased crash risk. Gaps in ADA accessibility, inadequate crossing protections, and a lack of connected bicycle facilities further limit safe and equitable



mobility. The project will address these challenges by enhancing visibility, reducing vehicle speeds, clarifying traffic movements, and providing accessible, protected, and clearly defined spaces for pedestrians and cyclists—creating a safer, more inclusive, and better-functioning transportation corridor for all users.

ISSUE: The construction project includes improvements to address ineffectual multimodal travel conditions of the corridor.

ALTERNATIVES: The primary alternative is the “no-build” scenario, where none of the proposed improvements are implemented. The “no-build” alternative would leave existing conditions unchanged in Tacoma, meaning continued safety risks for pedestrians, cyclists, and drivers due to limited crossing enhancements and outdated roadway design. Accessibility challenges would persist with incomplete ADA infrastructure, while traffic speeds and configurations would remain unaddressed. Additionally, the lack of improved bike and pedestrian facilities would limit multimodal travel options, reinforcing vehicle dependence and missing opportunities to enhance sustainability, livability, and overall community well-being.

COMPETITIVE SOLICITATION: Request for Bids Specification No. PW25-0197F was opened March 17, 2026. One-hundred thirty-seven companies were invited to bid in addition to normal advertising of the project. Seven submittals were received.

Northwest Cascade Inc submitted a bid that resulted in the lowest evaluated submittal, after consideration of Equity In Contracting (EIC) participation goals. The table below reflects the amount of the total award.

<u>Respondent</u> (RFB)	<u>Location</u> <i>(city and state)</i>	<u>Submittal Amount</u>
Northwest Cascade Inc	Puyallup, WA	\$1,747,671.75
Global Contractors, LLC	Graham, WA	\$1,816,105.25
Tucci & Sons, LLC	Tacoma, WA	\$1,833,857.75
Axum General Construction, Inc.	Kent, WA	\$1,876,438.60
R.L. Alia Company	Renton, WA	\$1,900,000.00
Active Construction, Inc.	Tacoma, WA	\$1,946,946.00
Sound Pacific Construction LLC	Gig Harbor, WA	\$2,022,107.00

Pre-bid Estimate: \$1,709,260.00

The recommended award is 2.25 percent above the pre-bid estimate.

CONTRACT HISTORY: New contract.

SUSTAINABILITY: This project supports sustainability by prioritizing safe, accessible, and low-carbon transportation options through a comprehensive set of multimodal improvements across the corridor. Enhancements such as protected and buffered bike lanes, widened sidewalks with buffers, bicycle wayfinding, and improved crossings encourage walking and bicycling, reducing reliance on single-occupancy vehicles and lowering greenhouse gas emissions. Context-sensitive measures, including lane width reductions, road reconfiguration, and median



channelization, optimize existing roadway space without expanding the footprint, minimizing environmental disturbance and preserving surrounding land use. Safety features like rectangular rapid flashing beacons, advance stop bars, and improved signalization enhance user confidence and reduce crash-related impacts, while ADA curb ramp retrofits and audible pedestrian signals ensure equitable access for all users. Additionally, elements such as green pavement markings and potential landscaping within buffers contribute to urban heat island reduction and improved stormwater management, reinforcing a resilient and environmentally responsible corridor design.

EQUITY IN CONTRACTING (EIC) COMPLIANCE: The recommended contractor is in compliance with the EIC requirements per memorandum dated March 26, 2026. The EIC requirements for this project are Overall EIC requirement of 20 percent. The EIC utilization levels of the recommended contractor, Northwest Cascade Inc, are 20 percent participation.

LOCAL EMPLOYMENT AND APPRENTICESHIP TRAINING PROGRAM (LEAP) COMPLIANCE: The LEAP requirements for this project are 15 percent of the labor hours worked on the project are performed by Local Employees (residents of the City of Tacoma or local Economically Distressed Areas), whether or not such person is a WA State-registered apprentice. Also, an additional 15 percent of the labor hours worked on the project are performed by Washington State-registered apprentices who reside in the Tacoma Public Utilities Service Area.

FISCAL IMPACT:

EXPENDITURES:

FUND NUMBER & FUND NAME	COST OBJECT (CC/WBS/ORDER)	COST ELEMENT	TOTAL AMOUNT
1060 Transportation Capital & Engineering Fund	PWK-G0050-05-01	5330100	1,922,438.93
TOTAL			Up to \$1,922,438.93

REVENUES:

FUNDING SOURCE	COST OBJECT (CC/WBS/ORDER)	COST ELEMENT	TOTAL AMOUNT
WSDOT Pedestrian & Bicycle Safety Program Grant	PWK-G0050-FS-04	4332270	(\$1,050,328.00)
1085 Street Initiative Funds	PWK-G0050-FS-02	6311108	(\$633,218.00)
REET 2	PWK-G0050-FS-03	6311102	(\$238,892.93)
TOTAL			Up to (\$1,922,438.93)

FISCAL IMPACT TO CURRENT BIENNIAL BUDGET: \$1,922,438.93

ARE THE EXPENDITURES AND REVENUES PLANNED AND BUDGETED? Yes.

IF EXPENSE IS NOT BUDGETED, PLEASE EXPLAIN HOW THEY ARE TO BE COVERED. N/A.