



## Staff Report

**TO:** City Council  
**FROM:** Robert L. Vestal, Public Works Director  
**DATE:** June 4, 2024  
**SUBJECT:** Agreement for Professional Engineering Services for the I-10 and Oak Valley Parkway Interchange

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**Description** Award a Professional Services Agreement (PSA) to Dokken Engineering for Professional Engineering Services to complete the Project Approval/ Environmental Document (PA/ED) phase of the I-10 and Oak Valley Parkway Interchange Project.

### **Background and Analysis:**

The California Department of Transportation's (Caltrans) approval process consists of various phases to complete new interchange projects. The first phase in their process is the Project Study Report – Project Development Support (PSR-PDS) document which identifies several interchange configuration alternatives. The second phase in the Caltrans approval process is the PA/ED, which results in the selection of a single alternative and the completion of all environmental documentation, including the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) compliance. The third phase in this process is the Plans, Specifications, and Estimates (PS&E) which produce the final engineering design and construction documents needed to advertise the project for construction. All phases require Caltrans' approval and a significant amount of funding.

The City of Beaumont is currently in the PA/ED phase of the Caltrans process for the I-10 and Oak Valley Parkway Interchange project. In addition to completing the Environmental Impact Report (EIR), the PA/ED phase will also advance preliminary engineering design (up to 30%), the Caltrans-required traffic analysis, geotechnical reports, and associated studies.

The I-10 and Oak Valley Parkway Interchange project will reconstruct the east and westbound entry ramps and widen Oak Valley Parkway within the Caltrans right-of-way to increase the capacity of the general area to reduce local street congestion and accommodate projected growth in the area.

On December 21, 2023, the City published the request for proposals (RFP) for Professional Engineering Services in the Public Purchase (City's Procurement System) and the Press Enterprise (local newspaper). On January 18, 2024, the City also published answers to questions posted by interested proposers to the RFP.

On February 1, 2024, the City received six (6) responses to the RFP from qualified consulting firms interested in providing Professional Engineering Services for the I-10 and Oak Valley Parkway Interchange Project. Over the following weeks, Staff reviewed, evaluated, and scored these proposals. During the week of February 26, 2024, the City held interview presentations with the top three ranked firms as part of the Caltrans consultant selection process.

As a result of these interviews, the City entered negotiations with the top-ranked firm according to the Caltrans Local Assistance Procedures Manual (LAPM). Per the LAPM, the cost proposal for the most qualified consultant was opened and used to begin negotiations. Negotiations regarding the scope of service and price continued for over a month with the top-ranked firm.

On April 26, 2024, the City met with this firm to discuss some of their services and final price. Later that day, the firm submitted its final price to complete this phase of the project. Unfortunately, the City and the firm were not able to reach an agreement on price, and negotiations with this firm ended. On April 29, 2024, a Letter of Appreciation for responding to the RFP was sent to this firm.

It is important to note the Caltrans consultant selection process as specified in the LAPM can be arduous. Per the LAPM, if an agreement cannot be reached with the top-ranked firm, then negotiations proceed to the next most qualified consultant. Each consultant's cost proposal must remain sealed until negotiations commence with that consultant. The goal of negotiations is to agree on a final contract that delivers the services, or products required at a fair and reasonable cost to the Local Public Agency or City. After successful cost negotiations, all remaining sealed envelopes containing cost proposals must be returned to the consultants.

Continuing with the Caltrans process for consultant selection, the City immediately notified the second-ranked firm and began negotiations. On May 1, 2024, the City met with Dokken Engineering to review the scope of services and negotiate costs. Staff emphasized and requested that the prices in their cost proposal be all-inclusive and to revisit some of their costs for certain items in their proposal. On May 3, 2024, Dokken Engineering submitted its revisions and final cost proposal price of \$1,989,526. Based on the scope of services requested in the City's RFP, Dokken Engineering's cost proposal is commensurate with the scope and fee for completing the PA/ED phase of the Project. The cost proposal includes planned items that may be needed pending the

results of some of these studies. If these items are not needed, this will result in a decrease in the final price. Based on the schedule included in their proposal, Dokken Engineering anticipates 36 months to complete this phase with Caltrans approvals.

During the PA/ED phase, the City anticipates bringing the following future items before the City Council for discussion:

- Alternatives/Design Configurations
- Preferred Alternative
- Funding
- Plans, Specifications, & Estimates (PS&E) Award

The following are the anticipated milestones related to this PA/ED phase:

- PA/ED Kickoff: End of June 2024
- Preferred Alternative: June 2026
- PA/ED Completion: June 2027

**Fiscal Impact:**

The cost to prepare this staff report is estimated to be \$750. Dokken Engineering's cost proposal to complete the PA/ED phase is \$1,989,526. Staff is also requesting a ten percent (10%) contingency in the amount of \$199,000 for any unforeseeable costs for additional new studies and reports Caltrans may require during the 36-month duration to complete the PA/ED phase for a total encumbrance of \$2,188,526. Funding for this phase of the Project is allocated from CIP 2017-027 I-10 and Oak Valley Parkway Interchange project. This Project currently has a budget of \$6,412,113 in Transportation Uniform Mitigation Fees (TUMF) via a Credit Agreement with Pardee Homes and Development Impact Fees (DIF) for both the PA/ED, PS&E, and ROW phases. Please refer to the following summary table for reference.

<b>2017-027 I-10 Oak Valley Parkway Project Accounting Summary</b>				
<b>Funding Summary</b>				
<b>Funding Year</b>	<b>Funding Source</b>		<b>Amount</b>	
19/20	TUMF agreement with Pardee		\$6,390,000	
17/18	Development Impact Fees		\$22,113	
<b>Total Project Funding =</b>			<b>\$6,412,113</b>	
<b>Budget Summary</b>				
<b>Project Component</b>	<b>Budget</b>	<b>Encumbered</b>	<b>Paid to Date</b>	<b>Remaining Budget</b>
Project Management	\$0	\$0	\$0	\$0
Preliminary Services	\$38,000	(\$30,870)	(\$22,113)	\$7,130
Environmental	\$2,200,000	\$0	\$0	\$2,200,000
Design	\$2,730,000	\$0	\$0	\$2,730,000
Construction	\$1,444,113	\$0	\$0	\$1,444,113
Construction Management	\$0	\$0	\$0	\$0
Permits	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
.	\$0	\$0	\$0	\$0
<b>Project Summary Totals</b>	<b>\$6,412,113</b>	<b>(\$30,870)</b>	<b>(\$22,113)</b>	<b>\$6,381,243</b>

**Recommended Action:**

Award a Professional Services Agreement (PSA) to Dokken Engineering to provide Professional Engineering Services to complete the PA/ED phase of the I-10 and Oak Valley Parkway Interchange Project in the amount of \$1,989,526 and authorize the City Manager to approve up to a ten percent (10%) contingency of \$199,000 for unforeseeable new Caltrans requirements during the PA/ED phase for a total amount not to exceed \$2,188,526.

**Attachments:**

- A. Proposal – Dokken Engineering
- B. Professional Services Agreement – Dokken Engineering
- C. Levine Act Statement