



CITY OF BANNING STAFF REPORT

TO: CITY COUNCIL

FROM: Douglas Schulze, City Manager

PREPARED BY: Patrick Safari, Capital Improvement Projects Manager
Art Vela, Director of Public Works

MEETING DATE: January 28, 2025

SUBJECT: Consideration of Resolution 2025-13, Awarding a Professional Services Agreement for the Design of Hargrave Grade Separation to Kimley-Horn and Associates, Inc. in the amount of \$7,929,775.06 and Approving a 5% Contingency for a Total Project Budget of “Not-to-Exceed” \$8,326,263.81

RECOMMENDATION:

Adopt Resolution 2025-13.

BACKGROUND:

The Hargrave Grade Separation has been a priority project for the City of Banning for years. Hargrave Street is an existing north-south arterial road that crosses under the elevated I-10 and the Union Pacific Railroad (UPRR) tracks at-grade south of the I-10. Due to the increase of UPRR trains and truck traffic through the Banning Pass area, waiting times at the train tracks crossing have increased significantly in recent years. On average, 34 trains pass through the crossing every 24 hours and the wait time at the crossing can vary between 4 to 8 minutes and often over 10 minutes. With each passing train, traffic stops for several minutes causing massive delays and idling vehicles and trucks on local roads.

On June 8, 2024, the City of Banning entered into a grant agreement with the Federal Railroad Administration (FRA) to provide funds in the amount of \$2,800,000 under the Railroad Crossing Elimination (RCE) grant program for the planning and design of the Hargrave Grade Separation project.

On October 8, 2024, the City Council approved Resolution 2024-161 approving a Funding Agreement with the Riverside County Transportation Commission (RCTC) through the SB 125 Transit and Intercity Rail Capital Program (TIRCP) in the amount of \$5,000,000 for the planning and design of the Hargrave Grade Separation project.

On September 27, 2024, staff released a Request for Proposals (RFP) for the Hargrave Grade Separation Professional Design Services on the City’s public bidding platform. The proposals were due on November 12, 2024. In response to the RFP, three (3) proposals were received and scored from the following consultants:

<u>Consultant</u>	<u>Score (Out of 100)</u>
1) Kimley-Horn and Associates, Inc.	93.67
2) Mark Thomas & Company	91.33
3) CNS Engineers, Inc.	82.50

The project design services scope will consist of project administration and management, preliminary

engineering, environmental documentation, permitting, Plans, Specifications and Estimates. Staff estimates that planning and design will take 3 to 4 years to complete, and it will include approvals from various agencies including California Department of Transportation (Caltrans), Union Pacific Railroad (UPRR), California Public Utilities Commission (CPUC), Federal Railroad Administration (FRA), Federal Highway Administration (FHWA) and various private utility companies.

JUSTIFICATION:

The local community will benefit from the elimination of the Hargrave Street at-grade railroad crossing. The benefits will include reduction in traffic congestion on local roads that extend onto I-10; reduction in noise pollution caused by passing trains; and reduction in greenhouse gas emissions caused by long idling times of motor vehicles at the railroad crossing. The project will also provide equitable and sustainable infrastructure that will enhance safety and connect the area to economic opportunities in the region.

Staff evaluated the proposals based on qualifications, cost, experience with the requested scope of services and response to the request for proposals. City staff also conducted interviews with all three consultants. As a result, staff recommend the award of a Professional Services Agreement to Kimley-Horn and Associates, Inc., in the amount of \$7,929,775.06.

FISCAL IMPACT:

Staff recommends awarding a Professional Services Agreement to Kimley-Horn and Associates Inc. in the amount of \$7,929,775.06 and approving a 5% contingency in the amount of \$396,488.75 for a total “not-to-exceed” project budget of \$ 8,326,263.81.

The project costs are eligible and will be reimbursed through the TIRCP Grant administered by RCTC and RCE Grant administered by FRA. Development Impact Fees (DIF) will be used a local match.

PHASE	RCTC (TIRCP GRANT)	FEDERAL (RCE GRANT)	LOCAL (DIF)	TOTAL
Engineering (PA&ED & PSE)	\$5,000,000	\$2,800,000	\$550,000	\$8,350,000

The Professional Services Account will be funded from FY25 to FY28 through Gas Tax Street Fund Expenditure Account No.100-4900-431.90-10 and Account No. 420-4900-431.90-10. Expense will be reimbursed, except for the City local match, by RCTC and FRA.

An appropriation in the amount of \$550,000 from Fund 420 (Traffic Facility Improvement Fund) to Account No. 420-4900-431.90-10. Fund 420 has an approximate fund balance of \$4,110,472.26.

ALTERNATIVES:

Do not approve Resolution 2025-13 and provide alternative direction to staff.

BUDGETED?:

Yes

CONTRACT/AGREEMENT:

Yes

ATTACHMENTS:

1. [Resolution 2025-13, Hargrave Grade Sep - Kimley_Horn.docx](#)
2. [C01108 - Kimley Horn - DesignPSA for Hargrave Grade Separation-1.pdf](#)
3. [Resolution No. 2024-161.pdf](#)
4. [FRA Funding Agreement.pdf](#)

5. [Kimley-Horn Proposal.pdf](#)