



**KING CITY**  
C A L I F O R N I A

Item No. 9(1)

**REPORT TO THE CITY COUNCIL**

**DATE: JANUARY 9, 2017**

**TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL**

**FROM: STEVEN ADAMS, CITY MANAGER**

**RE: CONSIDERATION OF FUNDING PLAN FOR MULTIMODAL CENTER TIRCP APPLICATION (REVISED)**

**RECOMMENDATION:**

It is recommended the City Council: 1) approve the proposed funding plan for the Multimodal Transit Center to be included in the Transit and Intercity Rail Program (TIRCP) grant application, including a \$1,138,040 local match; and 2) authorize the City Manager to submit the TIRCP grant application.

**BACKGROUND:**

One of the key features of the Smith-Monterey, LLC Downtown Addition project is the proposed Multimodal Transportation Center (MTC). In 2008, the City hired Railpros to prepare preliminary design work on the MTC and entered into an agreement with Smith-Monterey, LLC to reimburse the City for the costs of the Railpros contract, as well as other City consultants and staff time associated with the study. The City agreed to pay back one-third of the costs contributed by Smith-Monterey, LLC. When the Development Agreement with Smith-Monterey, LLC was approved in 2014, it was agreed to provide Smith-Monterey, LLC credit towards future transportation development impact fees in lieu of the amount owed by the City. The Development Agreement also set forth that Smith-Monterey, LLC would pay the costs of the railroad crossing improvements and receive credit for that amount towards their transportation development impact fees.

The original plan involved funding construction of the MTC with Redevelopment Agency tax increment funds. Since the Redevelopment Agency no longer exists, that funding source will not be possible. As a result, the City is now preparing a TIRCP grant application to fund the majority of project costs, which is due by January 12, 2018. At the December 12, 2017 meeting, the City Council

**CITY COUNCIL  
CONSIDERATION OF FUNDING PLAN FOR MULTIMODAL CENTER TIRCP  
APPLICATION  
JANUARY 9, 2018  
PAGE 2 OF 3**

approved an agreement with Smith-Monterey, LLC to share in costs associated with preparation of the grant application and an overall funding strategic plan.

**DISCUSSION:**

As part of the process of preparing the grant application, a new contract was established with Railpros to complete the cost estimates and schedule for construction of the TMC project. Staff believes a minimum 5% local match for the grant application should be provided for it to be considered.

The railroad crossing improvements are being included in the project description because they will be necessary for the MTC to be constructed. Even though Smith-Monterey, LLC has committed to those costs, waiting for them to fund those improvements may prevent the MTC from proceeding because they will not be completed until the Downtown Addition project is developed. Therefore, it is proposed the City fund the local match, which would be reimbursed by the developer once the Downtown Addition project proceeds.

The cost estimate includes the environmental review, design, right-of-way acquisition, and construction of the TMC and railroad crossings. It does not include other track improvements that may be required by Union Pacific. Railpros has provided an estimate of what those might be, which are very costly. However, it is not possible at this point to determine with any accuracy what specifically will be required and other funding sources may be available for those costs. Therefore, it is recommended they not be included in the grant application and other grant funding will be pursued once they are determined.

**COST ANALYSIS:**

The initial cost estimate from Railpros is \$22,760,793, which is attached. A local match of \$1,138,040 is recommended that would be paid from transportation development impact and/or cannabis tax funds. Once the Downtown Addition project proceeds, it would be reimbursed by the developer. The funding is not anticipated to be needed until 2022. No final commitment to the funds will be made until the grant is approved.

**ENVIRONMENTAL REVIEW:**

The funding plan and cost sharing agreement is not a "project" for the purposes of the California Environmental Quality Act (CEQA) as it is a funding mechanism that does not have the potential for resulting in either a direct physical change to the environment, or a reasonably foreseeable indirect physical change in the environment. Additionally, the MTC project has already been environmentally

**CITY COUNCIL  
CONSIDERATION OF FUNDING PLAN FOR MULTIMODAL CENTER TIRCP  
APPLICATION  
JANUARY 9, 2018  
PAGE 3 OF 3**

assessed as part of its approval with the Downtown Addition Specific Plan. No further action is required under CEQA for City Council action.

**ALTERNATIVES:**

The following alternatives are provided for Council consideration:

1. Approve staff's recommendation;
2. Modify the proposed amount of the local match and approved the funding plan;
3. Direct staff to submit the grant application with no proposed local matching funds;
4. Do not approve submitting a TIRCP grant application; or
5. Provide staff other direction.

**Exhibits:**

1. Railpros Draft Cost Estimate

Prepared and Approved by:

  
\_\_\_\_\_  
Steven Adams, City Manager

King City Concept Train Station Civil Cost Estimate (Non-Trackwork) Revised: January 05, 2018			Design Level: Conceptual Compiled By: SAH		Page 2 of 3
Item	Quantity	Unit	Unit Price	Amount	Subtotal
SWPPP	1	LS	\$ 50,000.00	\$ 50,000	
Building Demolition	1	LS	\$ 150,000.00	\$ 150,000	
Remove AC Paving	12,300	SY	\$ 11.05	\$ 135,915	
Concrete Removal	100	SY	\$ 15.00	\$ 1,500	
Remove Wall	810	LF	\$ 10.00	\$ 8,100	
Earthwork	4,550	CY	\$ 75.00	\$ 341,250	
Concrete Curb	8,570	LF	\$ 29.92	\$ 256,414	
Concrete Sidewalk	440	CY	\$ 550.00	\$ 242,000	
Median Concrete	100	CY	\$ 550.00	\$ 55,000	
Aggregate Base	4,550	CY	\$ 40.00	\$ 182,000	
AC Paving	171,365	SF	\$ 6.00	\$ 1,028,190	
Concrete Platform	600	CY	\$ 750.00	\$ 450,000	
Drainage	1	LS	\$ 200,000.00	\$ 200,000	
Irrigation	1	LS	\$ 35,000.00	\$ 35,000	
Trees	200	EA	\$ 119.47	\$ 23,894	
Station Building	2,250	SF	\$ 55.00	\$ 123,750	
Platform Shelters	4	EA	\$ 150,000.00	\$ 600,000	
Quik-Trak Ticket Machines	3	EA	\$ 110,000.00	\$ 330,000	
Fence (6')	500	LF	\$ 28.00	\$ 14,000	
Low Fence	1,000	LF	\$ 14.00	\$ 14,000	
Benches	20	EA	\$ 1,725.00	\$ 34,500	
Building concrete footing	15	CY	\$ 750.00	\$ 11,250	
Remove Existing Grade Crossing Concrete Panel Set	195	TF	\$ 200.00	\$ 39,000	
Remove Existing Grade Crossing Asphalt Paving	250	SF	\$ 10.00	\$ 2,500	
Remove Existing Grade Crossing Crossing Signal	2	EA	\$ 15,000.00	\$ 30,000	
New Grade Crossing Concrete Panel Set	490	TF	\$ 1,750.00	\$ 857,500	
New Grade Crossing Crossing Signal	3	EA	\$ 1,000,000.00	\$ 3,000,000	
Utility Allowance		LS	\$ 1,000,000.00	\$ 1,000,000	
Signage and Striping	1	LS	\$ 100,000.00	\$ 100,000	
Traffic Signalization, Interconnection, Control	3	LS	\$ 450,000.00	\$ 1,350,000	
Misc Station Costs	1	LS	\$ 500,000.00	\$ 500,000	
BMP Implementation (Temporary)	1	LS	\$ 100,000.00	\$ 100,000	
BMP Implementation (Permanent)	1	LS	\$ 150,000.00	\$ 150,000	
<b>Subtotal</b>					\$11,415,763
<b>BASE CONSTRUCTION ESTIMATE (BCE)</b>					<b>\$ 11,415,763</b>
Contractor Mobilization	7.50%	x	BCE	\$ 856,182	
Contractor Demobilization	2.50%	x	BCE	\$ 285,394	
Contingency	30%	x	BCE	\$ 3,424,729	
<b>Subtotal</b>					\$4,566,305
<b>CONSTRUCTION COST ESTIMATE (CCE)</b>					<b>\$ 15,982,069</b>
<b>ANCILIARY COSTS</b>					
Environmental Document	1	LS	\$ 35,000.00	\$ 35,000	
ROW Acquisition	1	LS	\$ 650,000.00	\$ 650,000	
Preliminary Engineering	2.50%	x	CCE	\$ 399,552	
Final Design	10.00%	x	CCE	\$ 1,598,207	
Permitting	1.00%	x	CCE	\$ 159,821	
City Admin/Agency Costs	6.00%	x	CCE	\$ 958,924	
Project Management	2.00%	x	CCE	\$ 319,641	
Design Support During Construction	1.00%	x	CCE	\$ 159,821	
Construction Management	12.50%	x	CCE	\$ 1,997,759	
Flagging	1	LS	\$ 500,000.00	\$ 500,000	
<b>Subtotal</b>					\$6,778,724
<b>TOTAL CONTRACT ESTIMATE</b>					<b>\$ 22,760,793</b>

Notes:

-See notes on Page 1 of 3, Civil Cost Estimate (Combined Summary)