



KING STATION MULTIMODAL TRANSPORTATION CENTER

PROJECT PURPOSE AND NEED

Re-establish passenger service, bring back historic train station, accommodate U.S. Army Fort Hunter-Liggett (FHL) people traveling to and from the Bay Area, reduce greenhouse gas (GHG) emissions, fill in the rail service gap along the Central Coast by providing Coast Starlight Service and provide alternative transportation mode for a disadvantaged community.

COMPONENTS OF PROJECT

- Track Improvements for Safety
- Staging Area for soldiers training at U.S. Army Fort Hunter-Liggett
- Re-establish Historic Passenger Platform and Station
- Re-establish Historic Train Depot & Passenger Service
- Relocation of Grade Crossing, Pearl Street to Broadway Street
- Parking Lot with Bike Racks/Sidewalks
- Bus Stops for Amtrack Thruway, Greyhound, Monterey-Salinas Transit
- Taxi Service, Bicycle Facilities, and Shuttle Service for Pinnacles National Park
- Improvements along First Street, including Landscaping, Bulb Outs, Crosswalks



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HISTORY OF PROJECT

The City historically had rail passenger service from the old Southern Pacific Railroad (SPRR) at the "King's Station" which was established in 1886 at the corner of First and Broadway Streets. The stop was part of the early economic engine for growth in South Monterey County. The rail station was also part of the Army's local heritage and troops were transported from the King City Rail Station until after World War 2. The original SPRR train depot building was relocated to the San Lorenzo Regional Park as part of a historic King City display. The old Southern Pacific railroad tracks eventually became part of the current Union Pacific Railroad (UPRR) railroad network. Although Amtrak's Coast Starlight passes through King City daily on its way between Seattle, WA and Los Angeles, CA, it does not currently stop. The nearest Coast Starlight train stations are in Salinas forty-seven (47 miles) to the north or Paso Robles fifty-three (53) miles to the south. In 2006, the City Council adopted Resolution to pursue re-establishing passenger service. Since 2006, the City hired RailPros Inc. to work on a Railroad Corridor Safety Improvement Study and prepare engineering and site plans for a multimodal transit center (MMTC).



FUNDING REQUEST

\$1,500,000 is being requested to fund the Environmental phase including NEPA review. Any unforeseeable additional reviews will be paid for through a City match with its SB 125 TIRCP allocation. The estimated cost for Phase 1, which will include construction of an accelerated platform to accommodate passenger service will cost \$47,011,805.

GHG EMISSIONS REDUCTION & ESTIMATED RIDERSHIP

There are approximately 99.75 M miles traveled by those with commutes of 25 miles or more per year for work alone. FHL is about 23-miles from the MMTC. FHL is primarily used as a training facility supporting field maneuvers and live fire exercises. FHL brings 50,000 people to the fort for training per year. Adding passenger service will consist of 14,962,560 VMT saved per year from commuting and 15,200,000 VMT saved per year from FHL transportation conversion. FHL strongly supports the MMTC project, which will facilitate the staging and movements of large number of troops, along with their gear. Altogether FHL has about 50,000 servicemen utilize the fort on annual basis and as such would be a great benefactor of the project as many of the troops come from all over the state and county. A staging area for troop mobilizations to and from FHL will be located to the south of the station building and south of Pearl Street. The staging area design will accommodate parking and queuing for multiple buses and/or vehicles to pick-up and deliver troops to and from FH.

BENEFITS OF THE PROJECT

The Project will help to increase the frequency, speed, and reliability of passenger rail service while fostering greater passenger connectivity to the proposed California High Speed Rail (CA HSR) System and enhancing safety with minimal disruption to existing and proposed freight rail operations. Construction of the project will help to create an interconnected, multimodal solution allowing for better mobility throughout the Coast Corridor region, providing added capacity in response to increased travel demand between Los Angeles and San Francisco. The proposed rail passenger service will travel through and provide service to disadvantaged and low-income communities in Monterey County. King City, California is developing a project to address the need to optimize transit connections for the transit dependent population, particularly for the low-income population in the King City area.

The MMTC will benefit by:

- Generating jobs.
- Increasing mobility and relieve traffic congestion.
- Improving air quality and protect public health.
- Enhancing public safety.
- Improving California's quality of life.
- Providing alternative mode of transportation to reduce the cost and reduce GHG emissions by transporting people training at FHL, helping to transport individuals who do not have vehicles, and bringing tourist into the South Monterey County area.
- Boosting local economy by bringing more people to King City and South Monterey County.



PARSONS



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