



January 12, 2018

Ezequiel Castro
Division Chief, Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
P.O. Box 942874
Sacramento, CA 94272-0001

RE: King City TIRCP Application Submittal

Dear Mr. Castro:

I am pleased to submit the King City Transit and Intercity Rail Capital Program (TIRCP) Application for the King City Multimodal Transportation Center (MMTC) project. The MMTC re-establishes the historic 1886 passenger rail station ("King's Station") as part of the new Amtrak Coast Daylight train service. The MMTC project includes construction of a new platform, provides ancillary pedestrian and bicycle paths, includes staging areas for shuttles and buses, electrical vehicle charging stations, and park and ride facilities. King City has been collaborating with the Department of Army, United States Army Garrison Fort Hunter Liggett (FHL) to incorporate a shuttle service staging area so troops can use rail service rather than single-occupancy vehicles. The MMTC project also compliments the City's airport, Monterey-Salinas Transit and Greyhound services.

King City has been working on reducing greenhouse gas emissions (GHG) by planning and approving mixed-use housing developments near transit centers. The MMTC project will allow the consolidation of a broad range of transportation modes in proximity to low-income housing, employee housing, commercial, employment centers and recreational opportunities.

The MMTC project moves forward the State's vision of Complete Corridors and equitable access. King City is included in the State's 2018 Rail Plan and identified for the 2022 Short-Term Plan. Through State programs such as the TIRCP, small low-income communities have opportunities to reduce GHG, stimulate the economy, provide jobs to low-income residents, and connect various modes of transportation adjacent to housing.

The MMTC project is a sustainable approach that benefits small-rural communities, the region and State. Please feel free to contact me at 831-386-5917 if you have any questions.

Sincerely,

Steven Adams
City Manager

2018 Transit and Intercity Rail Capital Program

APPLICATION

King City Multimodal Transportation Center



Submitted by King City



Contact:

Steven Adams, *City Manager*
King City
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(831) 386-5917
212 South Vanderhurst Avenue
King City, CA 93930

1. PROJECT NARRATIVE**1.1 Project Title Page**

Project Title	King City Multimodal Transportation Center
Location	King City
Project Mode	Rail/Intermodal Station for Intercity/interregional Rail System
Project Category	Intercity Rail & Interregional Rail
Project Priority	Top Priority – No Other Project(s) Submitted
Lead Applicant	King City
Co-Applicant	N/A
Community Benefit	Low-income communities and low-income households; indirect benefit to disadvantaged communities
Project Mode	<ul style="list-style-type: none"> • Rail, including intercity • Local, regional and statewide buses, including MST and Greyhound services • Vanpool/carpool • Shuttle services • Bicycle • Taxi
Amount of TIRCP Funding Requested	\$21,622,753
Proposed Non-Transit and Intercity Rail Capital Program Match Funding	\$1,138,040
Total Project Cost	\$22,760,793
Total GHGe Reduction over the Project Life (2022 – 2080)	61,881
GHGe Reduced (in Metric Tons) Over the Project Life Divided by Greenhouse Gas Reduction Funds Requested (\$)	.002862

1.2 Project Contact

Steven Adams, City Manager
King City
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(831) 386-5917
212 South Vanderhurst Avenue
King City, CA 93930

1.3 Budget

1.3.1 Funding Request and Match

The City of King is requesting \$21,622,753 in Transit and Intercity Rail Capital Program (TIRCP) funds for the *King City Multimodal Transportation Center* (Project). As shown in **Table 1.1**, City will provide \$1,138,040 in matching funds from resources and/or local sources, thus providing a five percent (5%) local match to TIRCP grant funding ratio.

1.3.2 Leveraging of Other Funds

City will provide \$1,138,040 in funds/matching resources directly to the Project to leverage TIRCP funds. If funded, five percent (5%) will be paid from transportation development impact fees and the general fund. Documentation for either financial or in-kind contribution will be provided to the Grantor, if awarded. The City plans to apply for AB 2766 Emission Reduction Grant Program administered by the Monterey Bay Unified Air Pollution Control District to install electric vehicle charging stations at the MTC.

Table 1.1 Project Cost and Funding Request (in year of expenditure dollars)

Project	Capital Cost	Other Funds/Local Funds	City Funds/ Other Matching	GGRF TIRCP Funds Requested
TOTAL COST	\$22,760,793	\$0	\$1,138,040	\$21,622,753

1.4 Applicant Eligibility and Compliance

King City is a general law city and located in Monterey County, approximately thirty (30) miles north of Paso Robles and sixty-five (65) miles south of Salinas. (See **Figures 1.1** and **1.2**.) The Project provides better transportation alternatives, provide access to the California transit network and bring back a historic train stop. It moves toward implementing the State's vision for complete corridor/equitable access. The Project provides a much-needed transit stop for Coast Daylight passenger service between San Diego and San Francisco. This would be a new intercity rail route to supplement the Coast Starlight, and fill a gap in rail services between the cities of San Francisco, San Jose, Salinas, San Luis Obispo, Santa Barbara, Ventura, and Los Angeles. This service will increase ridership, reduce greenhouse gas emissions, provide integration between shuttle services to U.S. Army Garrison Fort Hunter Liggett Army Base (FHL) and the nation's newest national park, Pinnacles National Monument, and improve local, regional and statewide bus networks. The Project improves services to local and regional low-income communities and disadvantaged communities along the Coast Rail Corridor. Going north, the rail service begins in the Los Angeles area, which includes several disadvantaged communities and low-income communities. The Coast Rail Corridor continues through Ventura County, which includes disadvantaged communities and low-income communities in Port Hueneme and Oxnard. The Coast Rail Corridor travels through areas identified as disadvantaged communities and low-income communities in Salinas, Gilroy, Morgan Hill, San Jose and San Francisco. (See **Figure 1.4**.) The Project achieves intermodal/multimodal connectivity through accommodating multiple transit providers, and invests in transit projects in an area of the state which has seen fewer transit capital investments from state sources. The Project will be located within the heart of the City at First Street and Pearl Street. (See **Figure 1.3**.)

King City has a total population of 13,869 and a land area of approximately 3.8 square miles. Within the City limits, the City is responsible for twenty-five (25) miles of streets fifty-two (52) miles of sidewalks and one-hundred and ninety-six (196) intersections. A City owned public airport, Mesa Del Rey Airport, is located approximately 1.25 miles from the proposed Project. Monterey Salinas Transit (MST) currently operates the bus public transportation in the City. Census Tract 6053011302 within King City is identified as a **low-income community** on the arb.ca.gov mapping website. The project will be located within this census track. The proposed rail passenger service will travel through, and provide service to **disadvantaged and low-income communities** in the San Diego, Los Angeles,

Salinas, San Jose and San Francisco areas. 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 Project concept includes re-establishing the historic 1886 passenger rail station “King’s Station” as part of the new Coast Daylight service to King City and as a stop on the existing Coast Starlight train, with connections to the local transit service provided by Monterey-Salinas Transit.

The Project focused on connecting Coast Daylight and Coast Starlight Amtrak rail transit service, King City residents and businesses, as well as key connections from other service areas on the Amtrak Coast Line. Additionally, the Project provides a significant opportunity to replace existing truck and bus trips from San Jose Airport to FHL, the local military base. In addition, the Project includes an area for shuttle service to the nearby Pinnacles National Park.

FHL has identified the Federal Necessity to be able to move a significant number of troops and their gear equipment from a re-established train station to their facility southwest of King City. The City is working with FHL and the Union Pacific Railroad to locate underutilized spur tracks near King City that could be used by the military to load and unload military equipment from flatbed railcars at a lower cost than using the spurs at Camp Roberts near Paso Robles. As part of the US Army’s Energy and Environmental Sustainability efforts, there is a Federal Interest in replacing the numerous shuttle buses between the Fort and the San Jose airport with Amtrak train service between San Jose and King City, thus providing a significant passenger draw for a King City rail station, beyond just the two MST routes that would serve the project. FHL transports over forty thousand (40,000) troops that come for training every year. This is up to eighty thousand (80,000) one-way trips per year. This provides a realistic potential to increase the amount of GHGe. For this application we increased ridership due to the troops by a very conservative number of 10,225 troops. A change in Base transportation policy could dramatically increase ridership and will be consistent with the Base Master Plan’s goal to reduce greenhouse gases.

The Project includes public outreach, including but not limited to workshops, public meetings, and hearings. Public outreach will be conducted in Spanish and English.

There are a number of studies and planning documents that have demonstrated the expected Project benefits. Following is a summary of some of the documents. (See attachments.)

- 2000 Coast Daylight Implementation Plan Prepared for the Coast Rail Coordinating Council. This Plan recommends King City passenger service citing that between San Jose and San Luis Obispo, the Coast Starlight only serves Salinas and Paso Robles.
- Coast Corridor Service Development Plan Prepared for Caltrans. The Coast Corridor would serve a vital function in providing intercity rail services between the cities of San Francisco, San José, Salinas, San Luis Obispo, Santa Barbara, Ventura, and Los Angeles. Intercity rail service in the Corridor would provide capacity benefits, multimodal system benefits, operational benefits, and environmental benefits. A stop in King City would provide rail access to communities not currently served along the Coast route.
- Coast Daylight Route, Service Ridership & Financial Evaluation Prepared for Amtrak. The Evaluation included a passenger stop at King City and concluded that the proposed Coast Daylight service is a service that Amtrak could operate, assuming the state can fund operations of the line.
- Coast Corridor Improvements – Record of Decision and Final Program EIS/EIR-From Salinas to San Luis Obispo Prepared by the U.S. Department of Transportation, Federal Railroad Administration, SLOCOG and TAMC. This document is a programmatic environmental review that considers a comprehensive list of potential physical rail improvements, in addition to increased passenger rail service.

- 2007-08 to 2017-18 State Rail Plan (Rail Plan). As mentioned above, in 2000 the CCRC issued a Coast Daylight Implementation Plan that envisions daily service operating on Caltrain tracks from San Francisco to San Jose, then on UP tracks to King City. The Rail Plan identifies a goal of increasing annual ridership by forty-three percent (43%). One way to achieve this goal is to the extension service from San Luis Obispo to San Francisco via the Coast Route. This would close a key gap in the State-supported intercity rail system by providing direct train service between San Francisco to Los Angeles. The Plan identifies a rail station at King City as a capital program project. The Plan states the benefits of increased rail ridership include are:
 - Generating jobs.
 - Increasing mobility and relieve traffic congestion.
 - Improving air quality and protect public health.
 - Enhancing public safety.
 - Improving California's quality of life.
- 2018 California State Rail Plan (2018 Rail Plan). The Rail Plan mentions that the San Luis Obispo Council of Governments (SLOCOG), in coordination with its Central Coast Coordinating Council Partner agencies has planned a once daily intercity passenger rail service, referred to as the Coast Daylight, which has been conceived as an extension of Pacific Surfliner service north of San Luis Obispo to San Jose or San Francisco providing an additional passenger rail frequency on the Coast Route with a proposed stop in King City. Additional service in the Coast Route will provide passenger rail access to the state supported rail network, including access to the Fort Hunter Liggett military installation outside of the City. The 2022 Short-Term Plan regional goals provide for additional service frequencies connecting the Central Coast and San Francisco Bay Area, including investments in an additional local stop in King City.
- Multimodal Transportation Center Development Strategy, dated January 2013 (PROJECTDS). The PROJECTDS outlines an approach towards developing and funding a multimodal transit center, along with the re-establishment of the King City Train Station as an Amtrak station as the new Coast Daylight and Coast Starlight train service is developed. Key to reestablishing the train station near the historic downtown core is relocation of the existing Pearl Street at-grade railroad crossing north to Broadway Street to allow sufficient room for the twelve-hundred foot (1200') long Amtrak-compliant train platform. The MMTCDs identifies the institutional elements the City needs to address in advocating for a multimodal transit center and continuing the extensive Public Involvement and Outreach. Following that is a more technical strategy in addressing the required Railroad Corridor Safety Improvement plan, station design, troop access to station and transload track for FHL.
- Multimodal Transit Center (MMTC) Concept Plans Prepared by RailPros, dated February 24, 2014. The MMTC Conceptual Design Plans builds on previous studies: Railroad Corridor Safety Improvement Study by RailPros, the First Street Corridor Master Plan, Historic Revitalization Corridor Master Plan, and West Broadway Master Plan. The RailPros Concept Design Report and associated conceptual site plans and platform concept plans are attached.
- Historic Corridor Revitalization Plan, dated February 2011 (HCRP). The HCRP includes measures to strengthen the historic character of the downtown area and invigorate the economic development of the area. Incorporating pedestrian-friendly building designs and streetscapes and consideration of a multimodal transit center as part of the historic character of the community. The City was awarded an Environmental Justice Grant from Caltrans to prepare the HCRP.
- First Street Corridor Master Plan, dated February 26 2013 (FSCMP). The FSCMP comprehensively plans the future for First Street and the location of the future multimodal transit center. One purpose for the FSCMP is planning for a new passenger rail station and

associated uses. The FSCMP incorporates a healthy community approach by reducing the City's GHG emission by including a multimodal transit center, bicycle and pedestrian trail connections, balancing jobs and housing, and identifying recreational linkage. The City was awarded an Environmental Justice Grant from Caltrans to prepare the FSCMP.

- West Broadway Master Plan, February 2011 (WBMP). The WBMP area abuts the HCRP seeking to create a pedestrian-oriented environment and stimulating the local economy. The HCRP acknowledges the important component of a multimodal transit center for economic growth. The City was awarded an Environmental Justice Grant from Caltrans to prepare the WBMP.
- Downtown Addition Specific Plan (DTA-SP). The DTA-SP is a mixed-use, transit oriented development designed to connect to the Historic Corridor and a multimodal transit center.
- A Blueprint for Sustainable Growth and Smart Infrastructure (Blueprint) AMBAG, 2011. The Blueprint presents a regional vision for the communities of Monterey, San Benito and Santa Cruz Counties based on "smart growth" and "smart infrastructure." The City updated its Land Use Element to reflect many of the key characteristics and policies listed in the AMBAG 2011 Blueprint for Sustainable Growth and Smart Infrastructure and Sustainable Communities Strategy. These included identifying a site to provide multimodal focused transportation (i.e., Project), increasing densities on parcels near transit centers, encouraging mixed-use developments along major corridors, designating areas for workforce housing, and expanding business types to foster economic growth in an existing employment center (e.g., East Ranch Business Specific Plan).
- Draft Monterey Bay 2040 – Moving Forward – Metropolitan Transportation Plan/Sustainable Communities Strategy, December 2017 (MTP/SCS). In compliance with SB 375, the MTP/SCS provides strategies to coordinate transportation investments with land use patterns and reduce GHG. The new additional station at King City is identified as one measure to help reduce the region's per capita GHG emissions over the next twenty-five (25) years.

Figure 1.1 King City Regional Location



Figure 1.2 King City Boundary Map

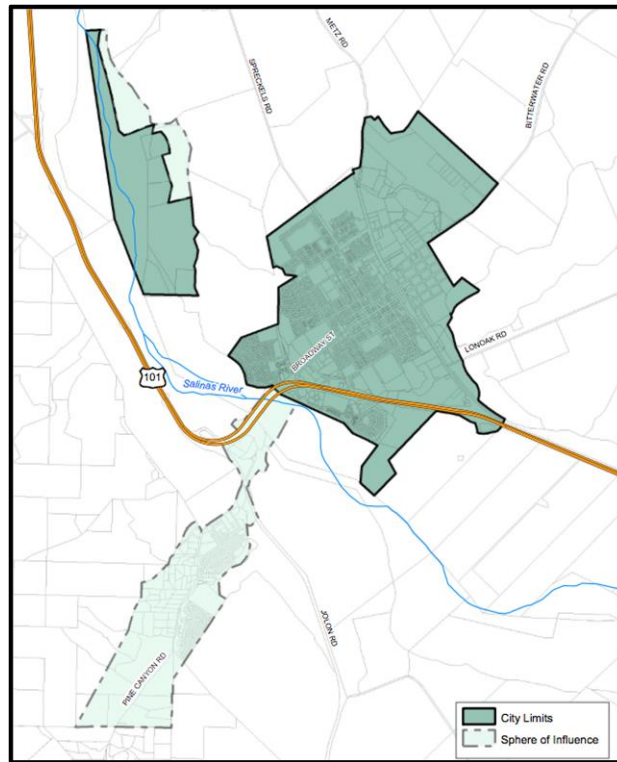
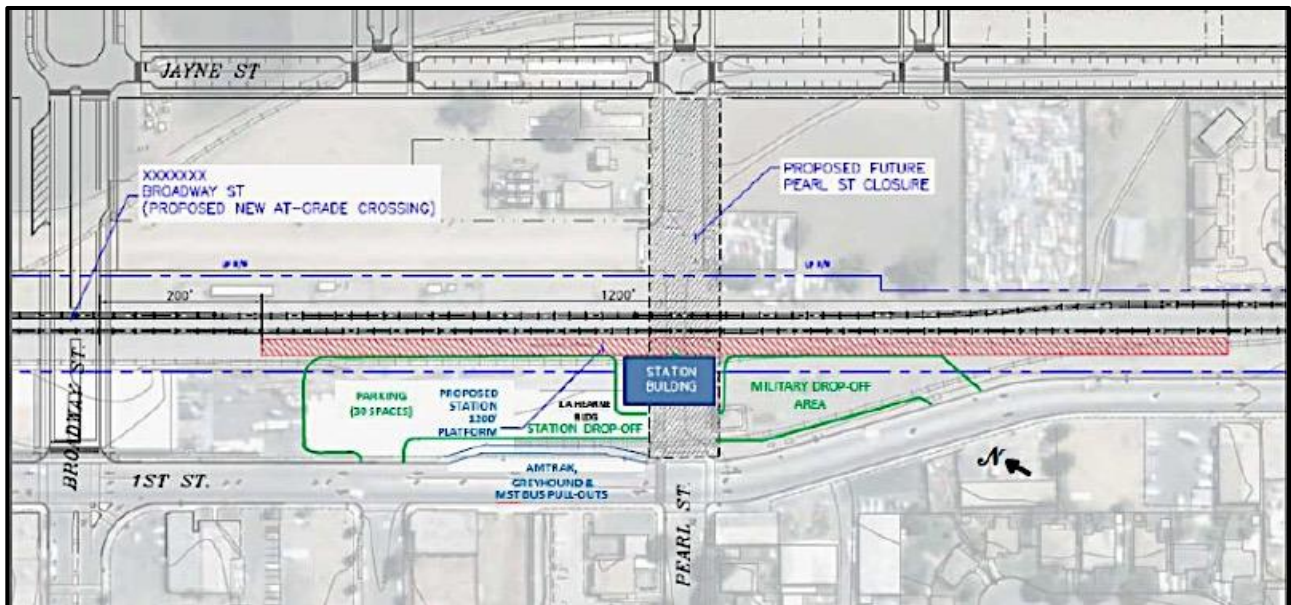


Figure 1.3 City Multimodal Transportation Center Diagram



This Project focuses on connecting King City to the intercity/interregional rail system – Coast Daylight and Coast Starlight Amtrak service – that affords residents and businesses with a mobility option currently not available.

1.4.1 Background

The Coast Daylight Implement Plan prepared for the Coast Rail Coordinating Council states that between San Jose and San Luis Obispo, the Coast Starlight only serves Salinas and Paso Robles. The Coast Daylight will also serve these stations, and will tap additional passenger markets with a stop at King City. The train will serve low-income residents, employees, vacation travelers from southern and northern California, hikers, the military, and business market that already contributes substantial passenger traffic to the Coast Starlight and the single Surfliner daily train elsewhere along the rail line.

As mentioned above, FHL has identified the Federal Necessity to be able to move a significant number of troops and their gear equipment from a re-established train station to their facility southwest of King City. As part of the US Army’s Energy and Environmental Sustainability efforts, there is a Federal Interest in replacing the numerous shuttle buses between FHL and the San Jose airport with Amtrak train service between San Jose and King City, thus providing a significant passenger draw for a King City station, beyond just the two (2) MST routes that would serve the Project. Despite a vast aviation capacity, the US Armed Forces do not directly provide transportation; rather, commercial systems (aviation) are used. The closest commercial airport is San Jose, over 100 miles to the north of FHL. From there (and Oakland and San Francisco), busses are used. Rail is an obvious alternative. Passenger rail service is available nationwide but is not conveniently located near the base. The closest rail stops are located thirty (30) miles south (Paso Robles) and sixty-five (65) miles north (Salinas). Neither of these locations are suitably designed for significant numbers of passengers and would require significant upgrades for use (note that troops travel with significant amounts of equipment, the existing facilities are too small to handle a company (120 troops) let alone the larger units moving in and out.

Table 1.3 Overview of Existing City/Regional Mobility Programs

• Freight Rail by Union Pacific
• Local, regional and statewide buses, including MST and Greyhound services
• Mesa del Rey Airport at King City

1.5 Project Summary

The Project includes a multimodal transportation system that enhances mobility, safety, access, environment quality, and economic activities, and reduces transportation-related greenhouse gases in King City and Monterey County. The project includes re-establishing the historic 1886 passenger rail station “King’s Station” as part of the new Amtrak Coast Daylight train service. Currently the Amtrak Coast Starlight passes through King City because there currently is no train stop or station and proposed Coast Daylight is schedule to implement service in 2022. However, the State plans to have the Coast Daylight stop in King City once a station is available. The re-establishment of the King City station provides unique opportunity to take advantage of the existing and pending rail service and investment.

The Coast Daylight service provides intercity train service between San Diego and San Francisco. The project includes construction of a new platform and station to accommodate Amtrak passenger rail Coast Daylight service, provide ancillary pedestrian and bicycle pathways, and include staging areas for shuttles and buses, electrical vehicle charging stations, and park and ride facilities.

The Project will also provide staging areas for shuttle services for FHL and the Pinnacle National Park, and bus services for MST (local and regional service) and Greyhound (statewide and national service). The project will provide ancillary pedestrian and bicycle pathways and connection points for local and

regional travelers, the Juan Bautista de Anza National Trail, San Lorenzo County Park, visitors to the Pinnacles National Park and Monterey County River Road Wine Trail.

To meet the needs of efficient and lower cost transportation of troops to FHL, and to provide rail service to Southern Monterey County the re-establishment of a King City Train Station is proposed. The reinstatement of this train stop would provide nearby rail service to FHL which could be integrated into the operation of the base. The proposed station would be multimodal in nature and tie local and regional, and nationwide bus service (e.g. Greyhound) to the train service.

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 Project includes public outreach, including but not limited to workshops, public meetings, and hearings. Public outreach will be conducted in Spanish and English.

Figure 1.4 Coast Rail Corridor



1.5.1 Transportation Challenges in the Central Coast

- Limited transportation modes other than single occupancy vehicles (SOV), traveling between San Diego and San Francisco. This situation has forced FHL troops to be transported in small groups and individually.

- Aging rail infrastructure, safety issues and need for increased travel capacity without impacting air quality and natural resources.
- Continued growth in population, employment and tourism activity is expected to generate increased travel demand.

1.6 Intended Outcomes and Anticipated Project Benefits

Table 1.4 summarizes the anticipated benefits of the *City of King Multimodal Transportation Center* Project during the Project life relative to the criteria defined for the TIRCP grant program. The Project will provide the following outcomes and anticipated benefits, which are in direct alignment with the goals of the program:

- Reduce GHGe by providing important first mile/last mile linkages from home to work and back, thereby reducing over 2,647,700 miles of vehicular travel over the project life.
- Passenger rail service will provide cost and time competitive alternatives to automobile travel.
- Reduce SOV in the City’s vehicular fleet mix by providing convenient mobility choices.
- Provide linkages to economic opportunities for employees who live in the SB 535/AB 1550 Low-Income and Disadvantaged Communities to their employment along the Coast Rail Corridor. (See **Figure 1.3.**)

Table 1.4 Summary of Grant Criteria and Anticipated Benefits

Summary of Greenhouse Gas Reduction Fund TIRCP Grant Criteria	
Primary Evaluation Criteria	Anticipated Benefits Over the Project Life
Reduce Greenhouse Gas Emissions	<ul style="list-style-type: none"> • Reduce GHGe by: 661,881 metric tons • Metric Tons/Dollar of Grant Request: 0.002662 Metric Tons/Dollar of Grant Requested
Increase Ridership	<ul style="list-style-type: none"> • Increase number of riders on Coast Daylight/Starlight trains on a year-over-year basis for the life of the Project.
Integration with State’s Rail and Transit Operations	<ul style="list-style-type: none"> • Provides stop for Coast Daylight and Coast Starlight trains.
Improve Safety	<ul style="list-style-type: none"> • Reduce VMT and accidents associated with automobile use.
Secondary Evaluation Criteria	
Support Sustainable Communities Strategies	<p>The City updated its Land Use Element to reflect many of the key characteristics and policies listed in the AMBAG 2011 Blueprint for Sustainable Growth and Smart Infrastructure and Sustainable Communities Strategy. These included identifying a site to provide multimodal focused transportation (i.e., Project), increasing densities on parcels near transit centers, encouraging mixed-use developments along major corridors, designating areas for workforce housing, and expanding business types to foster economic growth in an existing employment center (e.g., East Ranch Business Specific Plan).</p>
Benefit Disadvantaged/Low-Income Communities	<ul style="list-style-type: none"> • Improve mobility and connection to employment and economic opportunities. • Provide regional accessibility to the employment. • Reduce pollution and decrease VMT. • Generating jobs for residents of low-income households. • Relieve traffic congestion.

	<ul style="list-style-type: none"> • Protect public health. • Enhancing public safety. • Improving California’s quality of life. • Increase opportunity for physical activities.
Collaboration	Collaborate with Caltrans, Amtrak, US Department of Defense (FHL), AMBAG, TAMC, Union Pacific, Business Community, Property Owners, SLOCOG, CCRC.
Geographic Equity	Small communities traditionally have not had the opportunity to participate in increasing regional transit access. The State’s commitment to reduce GHG by expanding access to transit provides small rural communities like King City the ability to be part of the solution and implement long-range sustainable planning. King City is considered a low-income community. Agriculture is the largest industry providing employment with unemployment at 11.6 percent. Close to ninety percent (90%) of the residents identify as Hispanic. The median household income is well below Monterey County and the State. Approximately twenty-five percent (25%) of people in King City live in the poverty level. Household overcrowding remains a significant issue in King City. In 2013, approximately twenty-one percent (21%) of owner-occupied and forty-four percent (44%) of renter-occupied were overcrowded. Severe overcrowding is approximately seventeen percent (17%).
Consistency with Adopted Sustainable Communities Plan	The Project is consistent with the adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). It is also consistent with the Draft Monterey Bay 2040 – Moving Forward – Metropolitan Transportation Plan/Sustainable Communities Strategy, December 2017 (MTP/SCS). Allocation of funds for the Project may be appropriate for monitoring as a performance measure for regional transportation and sustainable planning strategies.
Integration Across Modes	<p>The Project incorporates the following modes in one location:</p> <ul style="list-style-type: none"> • Passenger rail service. • A parking lot for station patrons and park and ride. • A staging area for Fort Hunter Liggett (“FHL”). • A bus-stop accommodating Amtrak Thruway, Greyhound, and Monterey-Salinas Transit (“MST”) bus service, Pinnacles National Park shuttle service, taxi service, and bicycle facilities. • Pedestrian and bicycle trails (e.g., connection points to Juan Bautista de Anza National Trail, wine corridor, nearby Missions). • Electric vehicle charging stations.

1.7 Purpose and Need

1.7.1 Expanded Description

In addition to providing new passenger rail service, the Project would also accommodate bus transit services of MST and Greyhound, shuttle services for FHL and Pinnacles National Monument. These

services would be consolidated in one location, rather than fragmented. Following are summaries of existing services which would be significantly improved by the Project.

a. Public Transit – Monterey-Salinas Transit

For bus transit service, King City is served by two (2) MST fixed routes, the 82 and the 23, plus MST On Call South County (Dial-a-ride) service at fares ranging from \$0.50 - \$1.00 per trip. The MST route 82 Fort Hunter Liggett-Salinas Express route provides express bus service five (5) times daily on weekdays and three (3) times daily on weekends from Fort Hunter Liggett to King City and then to Salinas. The 23 Salinas – King City route operates hourly weekdays and every couple of hours on the weekends. Both bus routes meet near First and Pearl Streets and again at the Mee Memorial Hospital on Canal Street near Highway 101. The MST On Call South County (Dial-a-ride) service operates within the city limits of King City, Greenfield, Gonzales and Pine Canyon residential area. Within the next year, MST will be constructing a South County bus hub in King City.

b. Passenger Train Service - Amtrak Thruway Bus

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 old SPRR train depot building, which was originally downtown, was eventually moved to the San Lorenzo County Park as part of a historic King City display after rail passenger service to King City was discontinued in the mid-century. 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.

Amtrak does provide connecting Thruway Bus service to King City as an extension of existing Amtrak passenger rail service for \$45 - \$53 each way (train and bus tickets combined). Amtrak provides 4 northbound and 4 southbound Thruway buses on Highway 101 daily to connect to the Capitol Corridor trains from San Jose/Bay area to Sacramento, the Coast Starlight or the California Zephyr overnight trains. Similarly, at the south end, the Thruway buses connect to the Pacific Surfliner trains at Santa Barbara/San Luis Obispo. The King City Thruway Bus Stop (KGC) is a Curbside Bus Stop next to the McDonald’s restaurant on Broadway Circle, across the Highway 101 freeway from downtown.

c. Intercity & National Bus Service – Greyhound Lines, Inc.

Along the Highway 101 corridor, intercity bus service is provided by the private bus operator Greyhound Lines, Inc. The King City Greyhound stop is located on First Street half a block south of Pearl Street. Greyhound provides several north- and south-bound buses daily between San Jose and Los Angeles, in the range of \$33 - \$65 per trip. The intercity bus connects King City with Salinas, Watsonville, Santa Cruz and San Jose to the north, and Paso Robles, San Luis Obispo, Santa Barbara, North Hollywood and Los Angeles to the south. The current stop does not adequately meet customer needs and is proposed to be relocated to the multimodal station.

1.7.2 Expected Users and Beneficiaries

The Project will stimulate the local economy and be consistent with the City’s planned expansion to incorporate a broad range of housing near transit hubs. The Project provides a much-needed transit stop for Coast Daylight passenger service between San Diego and San Francisco. This would be a new intercity rail route to supplement the Coast Starlight, and fill a gap in rail services between the cities of San Francisco, San Jose, Salinas, San Luis Obispo, Santa Barbara, Ventura, and Los Angeles. This service will increase ridership, reduce greenhouse gas emissions, provide integration between shuttle services to FHL, and the Pinnacles National Monument, and improve local, regional and statewide bus networks. The Project improves services to local and regional low-income communities and disadvantaged communities along the Coast Rail Corridor. (See **Figure 1.3.**)

Additionally, the Project would will provide families and individuals from all over the ability to access the agricultural history in Salinas Valley, tour world-renowned wineries, participate in the Juan Bautista de Anza National Historic Trail, camping at San Lorenzo County Park, and visit the numerous local and regional festivals and events. The Project achieves coordination across multiple transit providers and invests in transit projects in an area of the state which has seen few transit capital investments from state sources.

Table 1.5 CalEnviroScreen Percentile Scope for all Census Tracts in Project Area

CalEnviro Screen Percentile Score	Project Area		Percent in Project Area
51-55%	City Limits West of US101	Census Tracts 6053011302 & 6053011304	90%
36-40%	City Limits East of US 101	Census Tract 6053011303	10%
Grand Total			100%

Figure 1.5 Map of Low-Income Community Within Project Area

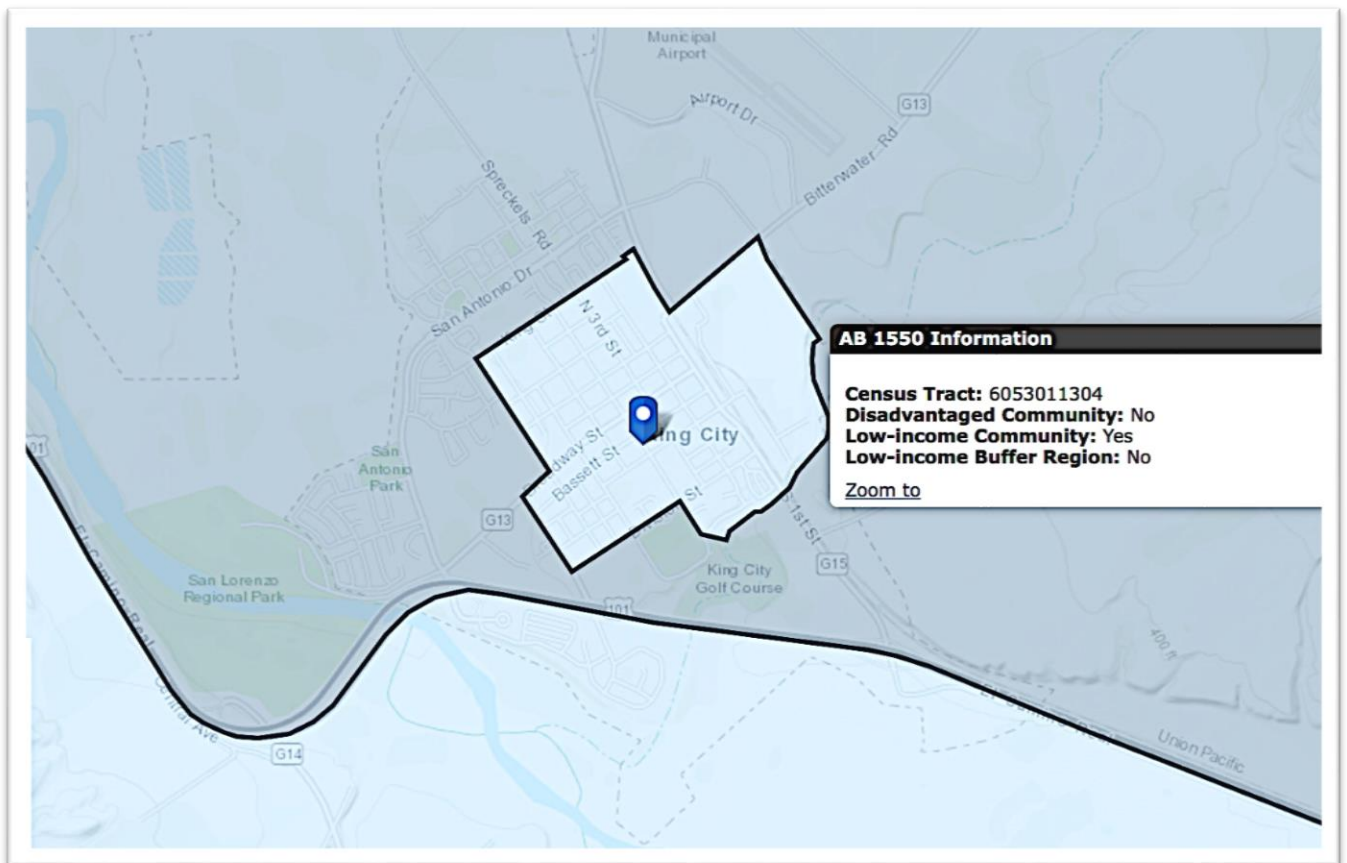


Table 1.6 Demographic and Mode Split Characteristics

Characteristic	City	County	Project Area
Total Population (Source: 2016 U.S. Census)	13869	435,232	13869
White	1011	133,626	1011
Black or African American alone	124	11,488	124
American Indian & Alaska Native alone	59	3,173	59
Asian alone	183	25,195	183
Native Hawaiian & Hawaiian & Another Pacific Islander alone	0	2,076	0
Hispanic or Latino alone	12131	247,084	12131
Two or more races	285	17,482	285
Some Other Race Alone	2050	70,177	2050
Senior Citizens (65 years and older) (Source: US Census)	960	51,553	960
Unemployment Rate (Source: EDD, 12/2017)	11.6	5.8	11.6
Median Household Income (2016 \$) (Source: US Census)	38,133	60,889	38,133
Per Capita Income (2016 \$ - Source: US Census)	14,216	25,947	14,216
%Persons in Poverty Level (18+) (Source: US Census)	25.4%	16.1%	25.4%
Zero Vehicle Households	95	1439	95
Mode	City	County	Project Area
Auto – SOV	4148	128802	4148
Auto – Carpool	1179	21497	1179
Total Auto	5227	153901	5227
Public Transportation	34	3602	34

Sources: US Census and State of California EDD

1.7.3 Justification for Specific Project Elements

The Project provides critically needed mobility choices that are needed to get people out of single-occupancy vehicles (SOV) and using alternative modes of transportation. In particular, the new

passenger service will transport a substantial number of FHL troops. FHL transports over forty thousand (40,000) troops that come for training every year. This is up to eighty thousand (80,000) one-way trips per year.

The proximity of the Cities approved urban development plan “The Downtown Addition” to the Multimodal Transportation Center is consistent with the sustainable community’s strategies. Residents will be able to walk or bike and leave their bike in bike lockers eliminating the first-last mile bottlenecks in a commute that discourages use of mass transportation.

2. EVALUATION CRITERIA

2.1 Primary Evaluation Criteria

2.1.1 Reduce Greenhouse Gas Emissions

The Project will serve to reduce GHG emissions by 61,881 metric tons over the life of the Project. The GHG emissions reductions attributable to each type of vehicle for the Project are summarized in **Table 2.1**.

Table 2.1 Greenhouse Gas Emissions Reduction by Phase

Greenhouse Gas Emissions Reduction	Annual Average	Over Project Life (2022-2080)
Entire Project	1,066.91	61,881

a. Project Description/Details

The Project funding request includes the following components, by phase:

All Phases:

- a. Project Administration
- b. Coordination and Outreach

Phase 1: Environmental/Design/Acquisition

- a. Environmental Review
- b. Architecture and Site Plans.

Phase 2: Right-of-Way Assessment and Acquisition

- a. Railroad crossing closure at Pearl Street.
- b. New railroad crossing at Broadway Street.
- c. Offsite railroad crossing permit.

Phase 3: Design

- a. Onsite improvement plans and specifications.
- b. Offsite improvement plans.
- c. Building permits.
- d. Union Pacific encroachment permit.

Phase 4: Infrastructure Improvements/Construction

b. Infrastructure Improvements, including:

- 1. Improvements to First Street between Division Street and Broadway Street, including the introduction of street trees, center medians, bike lanes, parallel parking, as well as curb extensions, crosswalks and traffic signals at the intersections with Broadway Street, Bassett Street, and Pearl Street, and storm water system.
- 2. Utility relocation.
- 3. Connection points to Juan Bautista de Anza National Trail along the Salinas River.

c. Construction of a multimodal transportation center that is LEED certified (Platinum), including:

- 1. New transportation center that is LEED certified (Platinum).
The rail platform will be twelve-hundred feet (1,200') long and sixteen feet (16') wide side platform, pursuant to Amtrak standards. The platform ends

approximately one-hundred feet (100') from the proposed Broadway Street crossing, on the north end, to allow for proper activation of the crossing warning equipment. On the south end, the platform ends clear of the proposed railroad signal and turnout. The train platform is separated from the parking lots by a low fence with periodic breaks to allow access between the platform and the adjacent "kiss 'n ride" drop-off zone and parking lot. Four (4) passenger shelter canopies are provided along the platform, two (2) to the north of the station building and two (2) to the south.

The train station building, located near the midpoint of the platform, includes an enclosed bike room on the north end of the building, and at the south end a unisex restroom and two (2) storage rooms, one for the Amtrak Station and the other for Fort Hunter Liggett. Between these enclosed rooms is a covered, somewhat wind sheltered, but unenclosed, waiting area with benches and Quik-Trak ticketing machines. As the station design is developed further, glass walls to further shelter passengers from wind without compromising visibility and security might be explored. The station building design is essentially a hybrid of Amtrak's Category 3 Caretaker Station (which includes a fully enclosed interior passenger waiting area) and a Category 4 Shelter Station (which provides no enclosed rooms). A small plaza on the First Street side of the station building provides a welcoming place for passengers and visitors passing through the station. The train station building and train canopy designs are influenced by the design of the historic King City Train Depot and other train stations and platforms of approximately the same period. Design guidance may also be provided by the Architectural Guidelines of the King City Historic Corridor Revitalization Plan.

2. A parking lot for station patrons and park and ride.
3. A staging area for Fort Hunter Liggett ("FHL").
4. A bus-stop accommodating Amtrak Thruway, Greyhound, and Monterey-Salinas Transit ("MST") bus service, Pinnacles National Park shuttle service, taxi service, and bicycle facilities.
5. Connection points to Juan Bautista de Anza National Trail, wine corridor, San Lorenzo County Park, and bicycle/pedestrian trails.
6. Electric vehicle charging stations.

2.1.2 Increase Ridership

The Project is expected to yield an average of 29,000 passengers per year. This data was obtained from the Coast Rail study and a conservative assumption of the number of troops that will be using the train. With increase in population an increase in ridership is expected. King City is in the Central Coast Travel Market and is expected to experience 29.7% increase in interregional travel to the San Francisco Bay Area and 27% increase in interregional travel with the Los Angeles Basin by 2040.

Once the MTC is built, we expect an increase in ridership from the Fort Hunter Liggett base as they develop their means and methods of transporting troops to their base. Troops from across the country currently fly into San Jose CA or San Francisco CA. The mode of transportation for the final 120 miles to the base is via private rental vehicles or military owned vehicles. It would be logical for troops to transfer from air travel to train travel from the San Francisco Bay Area to King City and then have a more logical transfer from King City to Fort Hunter Liggett.

2.1.3 Integration with State's Rail and Transit Operations

The Project provides a much-needed transit stop for Coast Daylight passenger service between San Diego and San Francisco. This would be a new intercity rail route to supplement the Coast Starlight, and fill a gap in rail services between the cities of San Francisco, San Jose, Salinas, San Luis Obispo, Santa Barbara, Ventura, and Los Angeles. This service will increase ridership, reduce greenhouse gas emissions, provide integration between shuttle services to FHL and the Pinnacles National

Monument and improve local, regional and statewide bus networks. The Project improves services to local and regional low-income communities and disadvantaged communities along the rail line. (See **Figure 1.4.**) The Project achieves coordination across multiple transit providers and invests in transit projects in an area of the state which has seen fewer transit capital investments from state sources.

King City is included in the State’s 2018 Rail Plan and identified for the 2022 Short-Term Plan. The Project moves forward the State’s vision of Complete Corridors and equitable access.

2.1.4 Improve Safety

Reduce VMT and accidents associated with automobile use. Fatalities per mile are seventeen (17) times more likely in an automobile than in a passenger train.

2.2 Secondary Evaluation Criteria

2.2.1 Supports Implementation of Sustainable Communities Strategies

The Project is consistent with the adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The City’s General Plan was amended after the adoption of the AMBAG 2011 Blueprint for Sustainable Growth and Smart Infrastructure and Sustainable Communities Strategy to provide multimodal focused transportation, increase densities on parcels near transit centers, encourage mixed-use developments along major corridors, designate areas for workforce housing, and expand business types to foster economic growth in an existing employment center (e.g., East Ranch Business Specific Plan).

a. Reduce Auto VMT Through Ridership Growth

Table 2.2 provides the reduction in vehicle miles traveled.

Table 2.2 Reduction in Vehicle Miles Traveled

Vehicle Miles Traveled	Annual Average	Over Project Life
Entire Project	45650	2,647,700

b. Promote Housing and Employment in the Vicinity of Transit

There are significant benefits to housing and employment from a multimodal transportation center. This Project will help to transform First Street and the historic downtown by encouraging the development of vibrant new neighborhoods in the heart of City. Improvement of the railway system and construction of a multimodal transportation center will generate some job opportunities for local people in the long and short-term. The Project will increase the number of jobs for low-income workers because of improved accessibility to transportation. Jobs will be generated for King City, Monterey and statewide residents located within low-income and disadvantaged communities. The co-locating of different modes of transportation will help to better integrate the rail system with bus and shuttle connections.

The Project will also increase property values, which will provide incentives for developers to build housing and commercial structures. The Project is located adjacent to an approved unbuilt mixed-use transit-oriented development (DTA-SP) and borders the City’s historic downtown. The Project provides connections between different modes of transportation, and is in close proximity to new housing (e.g., DTA-SP, employee housing projects). The increased use of the area (i.e., more people) will create a need for commercial development; and in turn create new jobs. The Project will help in creating walkable neighborhoods that offer amenities such as mix of retail and land uses that create employment. It will also provide a smooth transition to the King City’s historic downtown, which includes retail and residential uses.

c. Enhance Connectivity, Integration and Coordination of Various Transit Systems

The Project provide different modes of non-auto access transportation for local, regional, and state residents and vacationers.

d. Implementing Clean Vehicle Technology

The Project includes electric car charging stations.

e. Promoting Active Transportation

The proposed Multimodal transportation facility will be designed to be bicycle and pedestrian friendly and is a key component in the effort to increase the proportion of trips accomplished by biking and walking. The City of King is planning on improving bicycle and pedestrian routes and facilities City wide in an effort to reduce or eliminate stress zones and increase the safety and mobility of non-motorized users.

f. Improving Public Health

Multimodal transportation facilities provide opportunities for routine physical activity as part of the daily commute, [as well as] better air quality, improved social connections, fewer collisions, and access to fresh food. The Project will allow connectivity of various transportation modes. It will promote a walkable, bike-friendly and transit-oriented environment. This increases physical activity and reduces exposure to exposure to air pollution.

The Project's use of different modes of transportation other than single occupancy vehicles will improve air quality, reduce roadway congestion, safety, and reduce greenhouse gas emissions. There are co-benefits to the Project. Improving air quality reduces rates of heart disease, asthma, and stroke, while increasing physical activity reduces obesity and heart disease.

The Project will specifically:

- Provide bicycle/pedestrian access to the Juan Bautista de Anza National Historic Trail, wine corridors.
- Incorporate shuttle service to the Pinnacle National Monument, wine corridor, and other regional and local events.
- Include shuttle service to transport troops to and from FHL.
- Designate an area for park and ride.
- Provide for the connectivity of rail services.
- Accommodate MST and Greyhound bus services.
- Build a LEED certified rail station (e.g., energy efficient structure).

2.2.2 Benefit to Low-Income and Disadvantage Communities

- Improve mobility and connection to employment and economic opportunities.
- Provide regional accessibility to the employment.
- Reduce pollution and decrease VMT.
- Generating jobs for local, regional and statewide residents.
- Relieve traffic congestion.
- Protect public health.
- Enhancing public safety.
- Improving California's quality of life.
- Bring back the historic train stop.
- Increase opportunity for physical activities.

2.2.3 Collaboration of Two or More Rail Operators

Collaboration between existing freight service and future passenger service. (Amtrak providing future passenger service and Union Pacific providing existing freight service.)

2.2.4 Geographic Equity

Small communities traditionally have not had the opportunity to participate in increasing regional transit access. The State's commitment to reduce GHG by expanding access to transit provides small rural communities like King City the ability to be part of the solution and implement long-range sustainable planning. King City is considered a low-income community. Agriculture is the largest industry in King City providing employment. The unemployment rate is 11.6 percent. (The unemployment rate for Monterey County is 5.8 percent.) Close to ninety percent (90%) of the residents identify as Hispanic. English is a second language for eighty-nine (89%) of King City residents. The median household income and per capita income are well below Monterey County and the State. Approximately twenty-five percent (25%) of people in King City live in the poverty level. (The national average is fifteen percent (15%)) Household overcrowding remains a significant issue in King City. In 2013, approximately twenty-one percent (21%) of owner-occupied and forty-four percent (44%) of renter-occupied were overcrowded. Severe overcrowding is approximately seventeen percent (17%). (Reference **Table 1.6.**)

2.2.5 Consistency with Sustainable Communities Strategy

The Project is consistent with the adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) which was adopted in 2011. It is also consistent with the Draft Monterey Bay 2040 – Moving Forward – Metropolitan Transportation Plan/Sustainable Communities Strategy, December 2017 (MTP/SCS). Allocation of funds for the Project may be appropriate for monitoring as a performance measure for regional transportation and sustainable planning strategies

2.2.6 Integration Across Other Modes of Transportation

- a. Passenger rail service.
- b. A parking lot for station patrons and park and ride.
- c. A staging area for Fort Hunter Liggett ("FHL").
- d. A bus-stop accommodating Amtrak Thruway, Greyhound, and Monterey-Salinas Transit ("MST") bus service, Pinnacles National Park shuttle service, taxi service, and bicycle facilities.
- e. Pedestrian and bicycle trails (e.g., connection points to Juan Bautista de Anza National Trail).
- f. Electric vehicle charging stations.

The Project would also compliment the public King City Mesa Verde Airport located within the City's business park.

2.3 Proposed Performance Metrics

The Project includes Outreach and Data Collection and Analysis, as outlined in **Table 2.3**. In general, King City will track Amtrak bus service, use of personal vehicles and rail passenger service before and after the station is construction and in operation. Surveys will be conducted of passengers of their modes of transportation before and after the station is constructed and in operation. The data will be analyzed and presented to the City Council and regional agencies.

The City will work with regional transportation agencies in analyzing annual reduction of GHG emissions, reduced VMT and increased/decreased ridership for each mode of transportation.

Table 2.3 Proposed Reporting Metrics

Primary Evaluation Criteria	Proposed Metrics
Reduce Greenhouse Gas (GHG) Emissions	<ul style="list-style-type: none"> • Annual reduction of GHG emissions. Requires annual collection and archival of the following metrics: • Average daily boarding • Average trip distance OR VMT
Increase Ridership	<ul style="list-style-type: none"> • Collect and archived annually. • Average weekday boarding.
Integration with State's Rail and Transit Operations	King City is included in the State's 2018 Rail Plan and identified for the 2022 Short-Term Plan. The Project moves forward the State's vision of Complete Corridors and equitable access.
Secondary Evaluation Criteria	
Support Sustainable Communities Strategies	
Reduce VMT	Average daily ridership is estimated at 80.
Promote Location of Jobs and Housing	<p>The Project will increase the number of jobs for low-income workers because of improved accessibility to a broad range of transportation modes. The co-locating of different modes of transportation will help to better integrate the rail system with bus and shuttle connections.</p> <p>There are approved mixed-use developments in close proximity to the Project. As more people access this area due to the Project, there is an incentive to begin developing the housing units.</p>
Implement Clean Vehicle Technology	The Project will support Electric Vehicle Charging stations.
Improve Public Health	This Project will help to improve public health by reducing VMT and associated GHG emissions; and increase physical activity by walking and biking short distances to the King City Intermodal Transportation Center for mobility choices and services; build a LEED certified rail station (e.g., energy efficient structure).
Benefit Low-income/Disadvantaged Communities	<ul style="list-style-type: none"> • Improve mobility and connection to employment and economic opportunities. • Provide regional accessibility to the employment. • Reduce pollution and decrease VMT. • Generating jobs. • Relieve traffic congestion. • Protect public health. • Enhancing public safety. • Improving California's quality of life.
Geographic Equity	Small communities traditionally have not had the opportunity to participate in increasing regional transit access. The State's commitment to reduce GHG by expanding access to transit provides small rural communities like King City the ability to be part of the solution and implement long-range sustainable planning. King City is considered a low-income community. Agriculture is the largest industry providing employment with unemployment at 11.6 percent. Close to ninety percent (90%) of the residents identify as Hispanic. The median household income is well below Monterey County and the State. Approximately

	twenty-five percent (25%) of people in King City live in the poverty level. Household overcrowding remains a significant issue in King City. In 2013, approximately twenty-one percent (21%) of owner-occupied and forty-four percent (44%) of renter-occupied were overcrowded. Severe overcrowding is approximately seventeen percent (17%).
Consistency with Sustainable Communities Strategy	Project consistent with the adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). It is also consistent with the Draft Monterey Bay 2040 – Moving Forward – Metropolitan Transportation Plan/Sustainable Communities Strategy, December 2017 (MTP/SCS). Allocation of funds for the Project may be appropriate for monitoring as a performance measure for regional transportation and sustainable planning strategies.
Integration Across Modes	<ol style="list-style-type: none"> 1. Passenger rail service. 2. A parking lot for station patrons and park and ride. 3. A staging area for Fort Hunter Liggett (“FHL”). 4. A bus-stop accommodating Amtrak Thruway, Greyhound, and Monterey-Salinas Transit (“MST”) bus service, Pinnacles National Park shuttle service, taxi service, and bicycle facilities. 5. Pedestrian and bicycle trails (e.g., connection points to Juan Bautista de Anza National Trail). 6. Electric vehicle charging stations.

2.4 Useful Life of the Project and Potential for Independent Utility

The City expects the Multimodal Transportation Center to be a permanent component of the City transportation amenities moving forward. Although our project life is 2080, The City shares the States goals in shifting the mode of transportation from motorized vehicles to mass transit well beyond 2080. The Facility is will be maintained by the City of King and does not anticipate the need for an Independent Utility.

2.5 Project’s Impact on Other Projects Planned or Underway

Adjacent to the Project are the:

- approved and undeveloped transit-oriented, mixed-use development called the Downtown Addition Specific Plan (DTA-SP).
- existing farmworker housing dormitory style development.
- planned employee housing projects (along Jayne Street).
- historic downtown that include buildings with retail on the first floor and residential development on the second floor. The historic downtown is undergoing a façade improvement program with several buildings being remodeled to bring them up to Building Code. The Project will provide the impetus to property owners to invest in the DTA-SP construction and the historic downtown renovation.

2.6 Project Implementation

The proposed project is expected to get underway immediately upon a successful TIRCP grant application. The City sees this project a catalyst to promote its vision to become a transit oriented walkable community.

2.7 Project Readiness

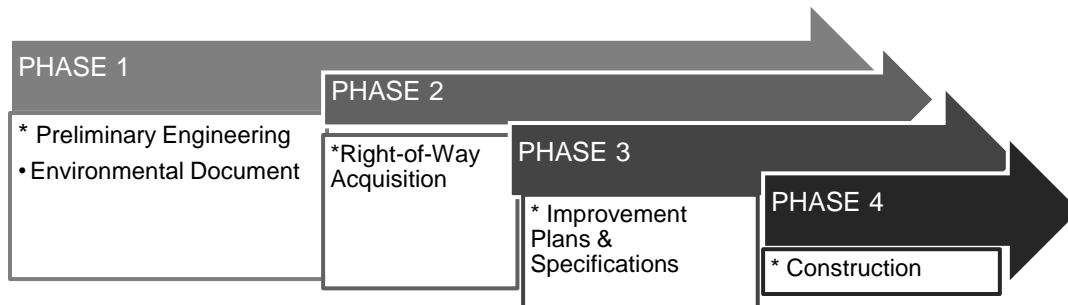
- approved and undeveloped transit-oriented, mixed-use development called the Downtown Addition Specific Plan (DTA-SP).
- existing farmworker housing dormitory style development.

- planned employee housing projects (along Jayne Street).
- historic downtown that include buildings with retail on the first floor and residential development on the second floor. The historic downtown is undergoing a façade improvement program with several buildings being remodeled to bring them up to Building Code. The Project will provide the impetus to property owners to invest in the DTA-SP construction and the historic downtown renovation.

2.7.1 Project Schedule

The overall Project schedule is provided in **Figure 2.1**.

Figure 2.1 Proposed Schedule



2.7.2 Environmental Requirements and Status

A Final Program EIS/EIR has been prepared for the Coast Corridor Improvements project for the Federal Railroad Administration, the San Luis Obispo Council of Government (SLOCOG), Caltrans and the Transportation Agency of Monterey County (TAMC). The City will conduct subsequent environmental analysis tiering off the Final Program EIS/EIR for the Project.

3. STATEMENT OF WORK

3.1 Project Scope

The Project consists of building a Multimodal Transportation Center to consolidate the existing transit and multimodal passenger transportation activities at First Street and Pearl Street. The Project includes opening Broadway Street across the railroad tracks and closing Pearl Street. The City is collaborating with the developer of the DTA-SP in extending Broadway Street across the railroad tracks with direct access to the historic downtown. As mentioned above, the DTA-SP is a mixed-use, transit oriented development designed as a walkable community. The Project includes a twelve-hundred foot (1200') by sixteen foot (16') wide side platform to Amtraks standards. The train station, which will be a LEED building, will include bathrooms and carpooling areas. (Reference Sections 1.7.1 and 2.1.2 for future Project description.)

3.1.1 King City Multimodal Transportation Center

There are several purposes of the Project, including to:

- Provide people choices of using alternative modes of transportation.
- Reduce pollution, VMT, and GHG emissions.
- Invigorating the economy, including increasing tourism.
- Redevelop blighted areas.

- Provide pedestrian and bicycle connectivity.
- Provide affordable housing, including employee and senior housing near a transportation center.
- Increase property values.
- Improve traffic operations and traffic safety.
- Build a LEED certified rail station (e.g., energy efficient structure).

3.2 Project Capital Costs and Sources of Funding

Table 3.1 provides an overview of the Source of Funds. King City is requesting \$21,622,753 from TIRCP funds and proposing a five percent (5%) match, or \$1,138,040, that will be paid from the City's General Funds and Development Impact Fees.

Table 3.1 Project Costs, Sources/Uses of Funds

Source of Funds	
City General Fund and Development Impact Fees	\$1,138,040
TIRCP Funds Request	\$21,622,753
Total Sources	\$22,760,793

3.2.1 Operating and Maintenance Funding Sources

The Project will be operated and maintained by the City of King. Funding will come from the City's General Fund and Development Impact Fees. Operation and maintenance will be the responsibility of the King City Public Works Department.

3.3 Scalable Projects

The Project will provide significant greenhouse gas emission reductions, reduce vehicle miles traveled, reduce single-occupancy vehicles, increase ridership, integrate transit services (both existing and planned), and provide mobility and economic benefits to the target communities.

To achieve the massive amount of GHG reductions presented in this application, the project does not lend itself to scalability. The project will begin by constructing the MTC and having the Coast Starlight make a stop in King City. Once the Coast Daylight route is in operation, King City will be a scheduled stop. The Long-term plan for the Coast Daylight route is to provide a stop every four (4) hours. This increase in service will provide additional GHG reductions.

4. SUPPORT DOCUMENTATION

4.1 Certification of Cost Estimates Prepared

4.2 Project Schedule

4.3 Project Programming Request

4.4 Greenhouse Gas Calculations Worksheet

4.5 Project Stakeholder Support Letters

- William N. Feidt, Executive Vice President, Chief Financial Officer AMTRAK
- Congressman Jimmy Panetta, 20th Congressional District of California
- Senator Anthony Cannella, 12th California State Senate District
- Supervisor Simón Salinas, Monterey County Board of Supervisors, 3rd District
- Kerry Norman, Colonel, U.S. Army Commander, United States Garrison Fort Hunter Liggett
- Debra Hale, Executive Director, Transportation Agency for Monterey County (TAMC)
- Carl Sedoryk, CEO, Monterey-Salinas Transit (MST)
- Assembly Member Anna M. Caballero
- Dave Potter, Chair, Coast Rail Coordinating Council
- Richard A. Stedman, Air Pollution Control Officer, Monterey Bay Air Resources District

4.6 Letter from MPO re: Sustainable Communities

- a. Maura Tomey, Executive Director, Association of Monterey Bay Area Governments (AMBAG) & MPO

4.7 Additional Stakeholder Letters

4.8 Supporting Documents

- a. 2000 Coast Daylight Implementation Plan Prepared for the Coast Rail Coordinating Council.
- b. Coast Corridor Service Development Plan Prepared for Caltrans.
- c. Coast Daylight Route, Service Ridership & Financial Evaluation Prepared for Amtrak.
- d. Coast Corridor Improvements – – Record of Decision and Final Program EIS/EIR-From Salinas to San Luis Obispo Prepared by the U.S. Department of Transportation, Federal Railroad Administration, SLOCOG and TAMC.
- e. 2007-08 to 2017-18 State Rail Plan (Rail Plan).
- f. Multimodal Transportation Center Development Strategy, dated January 2013 (PROJECTDS).
- g. Multimodal Transit Center (MMTC) Concept Plans Prepared by RailPros, dated February 24, 2014.
- h. Historic Corridor Revitalization Plan, dated February 2011 (HCRP).
- i. First Street Corridor Master Plan, dated Feb 26 2013 (FSCMP).
- j. West Broadway Master Plan, February 2011 (WBMP).
- k. Downtown Addition Specific Plan (DTA-SP).
- l. A Blueprint for Sustainable Growth and Smart Infrastructure (Blueprint), AMBAG, June 2011.
- m. Draft Monterey Bay 2040 – Moving Forward – Metropolitan Transportation Plan/Sustainable Communities Strategy, December 2017 (MTP/SCS)


CERTIFICATION OF PROJECT COST ESTIMATES

The Multimodal Transportation Center (MMTC) project includes capital and operational improvements. The MMTC project would be funded through City General Fund, City Development Impact Fees and TIRCP sources, as outlined below. These estimates are escalated to the year delivery.


Funding Sources	
Amount of Transit and Intercity Rail Capital Program Funding Requested	\$21,622,753
King City General Fund and Development Impact Fees (Proposed Non-Transit and Intercity Rail Capital Program Match Funding)	\$1,138,040
Total Project Cost	\$22,760,793

See *RailPros Cost Worksheet* for Details

Authorizing
Agent:



Steven Adams, City Manager



Date

King City Concept Train Station

Civil Cost Estimate (Non-Trackwork)

Revised: January 05, 2018

Design Level: Conceptual Page 2 of 3

Compiled By: SAH

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	1	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	
Subtotal					\$11,415,763
BASE CONSTRUCTION ESTIMATE (BCE)					\$ 11,415,763
Contractor Mobilization	7.50%	x	BCE	\$ 856,182	
Contractor Demobilization	2.50%	x	BCE	\$ 285,394	
Contingency	30%	x	BCE	\$ 3,424,729	
Subtotal					\$4,566,305
CONSTRUCTION COST ESTIMATE (CCE)					\$ 15,982,069
ANCILIARY COSTS					
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	
Subtotal					\$6,778,724
TOTAL CONTRACT ESTIMATE					\$ 22,760,793

Notes:

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

Agency: City of King

Project: King City Multimodal Transportation Center

PROJECT DEVELOPMENT SCHEDULE

Activities	2018						2019						2020						2021						2022											
	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J
1. Project Approval	x																																			
2. Environmental Documentation	x	x	x	x																																
3. Environmental Approvals						x																														
4. Consultant Selection																																				
5. Preliminary Engineering	x	x	x	x	x	x																														
6. Acquisition of Properties	x	x	x	x	x	x	x	x	x	x																										
7. Final Design							x	x	x	x	x	x	x	x	x	x	x																			
8. Advertise, bid process																		x	x	x	x															
9. Award bid																																				
10. Notice to proceed																																				
11. Construction Administration																		x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
12. Construction																		x	x	x				x	x	x	x			x	x	x				
13. Project Acceptance/Testing																																				

Conceptual Multi-modal Transportation Station					12-21-2017 12:21																
Activity ID	Activity Name	Original Duration	Start	Finish	2018				2019				2020				2021				
					Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	
Conceptual Multi-modal Transportation Station																					
A1060	NTP	957	2-1-2018	10-1-2021	◆ NTP																
Preliminary Engineering and Environmental Document (PAED)																					
Environmental Clearance																					
A1340	Obtain Environmental Clearance	240	2-1-2018	1-2-2019	■ Obtain Environmental Clearance																
A1350	Obtain All Required Permits	240	2-1-2018	1-2-2019	■ Obtain All Required Permits																
Preliminary Engineering																					
A1160	Research Potential Building or Passenger Shelter Locations	185	2-1-2018	10-17-2018	■ Research Potential Building or Passenger Shelter Locations																
A1170	Field Reconnaissance	40	2-1-2018	3-28-2018	■ Field Reconnaissance																
A1180	Working Meeting with City Reps	5	2-1-2018	2-7-2018	Working Meeting with City Reps																
Design Submittal																					
A1360	Prepare Draft of Parking Lot Layout	120	2-8-2018	7-25-2018	■ Prepare Draft of Parking Lot Layout																
A1370	Prepare Draft Layout for First Street	120	2-8-2018	7-25-2018	■ Prepare Draft Layout for First Street																
A1380	Prepare Station Platform Plan	120	2-8-2018	7-25-2018	■ Prepare Station Platform Plan																
A1390	Prepare Draft for Track Reconfiguration/Siding Extension	120	2-8-2018	7-25-2018	■ Prepare Draft for Track Reconfiguration/Siding Extension																
A1400	Prepare Passenger Station Operating Plan/Criteria	120	2-8-2018	7-25-2018	■ Prepare Passenger Station Operating Plan/Criteria																
A1410	Prepare Cost Estimates	75	4-12-2018	7-25-2018	■ Prepare Cost Estimates																
A1420	Submit Draft Documents	0		7-25-2018	◆ Submit Draft Documents																
A1430	Stakeholder Review Period	30	7-26-2018	9-5-2018	■ Stakeholder Review Period																
A1440	Comment Resonse Period	30	9-6-2018	10-17-2018	■ Comment Resonse Period																
Right-of-way (ROW) Acquisition																					
A1050	Preliminary Title Reports	202	7-26-2018	5-3-2019	■ Preliminary Title Reports																
A1051	Appraisals Process	20	7-26-2018	8-22-2018	■ Appraisals Process																
A1052	Written Offers, Negotiations, Administrative Settlement and Closing	80	8-23-2018	12-12-2018	■ Written Offers, Negotiations, Administrative Settlement and Closing																
A1053	Possession of All Required ROW and ROW Certification	80	12-13-2018	4-3-2019	◆ Possession of All Required ROW and ROW Certification																
A1053	Possession of All Required ROW and ROW Certification	0		5-3-2019																	
Plans Specifications and Estimates (PS&E)																					
A1190	Prepare Rail Operating Report and Next Steps Document	360	7-26-2018	12-11-2019	■ Prepare Rail Operating Report and Next Steps Document																
65% Design Submittal																					
A1250	Prepare 65% PS&E and QA Review	60	1-3-2019	3-27-2019	■ Prepare 65% PS&E and QA Review																
A1260	Submit 65% PS&E to City and Relevant Stakeholders	180	7-26-2018	4-3-2019	◆ Submit 65% PS&E to City and Relevant Stakeholders																
A1270	Stakeholder Review Period	120	7-26-2018	1-9-2019	■ Stakeholder Review Period																
A1280	Comment Response Period	0		1-9-2019	■ Comment Response Period																
95% Design Submittal																					
A1450	Prepare 95% PS&E and QA Review	30	1-10-2019	2-20-2019	■ Prepare 95% PS&E and QA Review																
A1460	Submit 95% PS&E to City and Relevant Stakeholders	30	1-10-2019	2-20-2019	◆ Submit 95% PS&E to City and Relevant Stakeholders																
A1470	Stakeholder Review Period	30	6-27-2019	8-7-2019	■ Stakeholder Review Period																
A1480	Comment Response Period	30	8-8-2019	9-18-2019	■ Comment Response Period																
100% Design Submittal																					
A1490	Prepare 100% PS&E and QA Review	120	6-27-2019	12-11-2019	■ Prepare 100% PS&E and QA Review																
A1500	Submit 100% PS&E to City and Relevant Stakeholders	40	6-27-2019	8-21-2019	◆ Submit 100% PS&E to City and Relevant Stakeholders																
A1510	Stakeholder Review Period	0		9-18-2019	■ Stakeholder Review Period																
A1520	Comment Response Period	30	9-19-2019	10-30-2019	■ Comment Response Period																
Final Issued for Bid (IFB) PS&E Submittal																					
A1530	Prepare IFB PS&E and QA Review	60	9-19-2019	12-11-2019	■ Prepare IFB PS&E and QA Review																
A1540	Submit IFB PS&E to City and Relevant Stakeholders	20	9-19-2019	10-16-2019	◆ Submit IFB PS&E to City and Relevant Stakeholders																
Construction																					
0601	Procure Contractor	472	12-12-2019	10-1-2021	■ Procure Contractor																
0605	Construction Project	80	12-12-2019	4-1-2020																	
0610	Construction Complete	392	4-2-2020	10-1-2021																	
		0		10-1-2021																	

◆ Milestone ■ % Complete
■ Current Schedule ■ Critical Remaining Work



PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

<input type="checkbox"/> New Project					Date:	1/11/18
District	EA	Project ID	PPNO	MPO ID		
05						
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
MON				City of King		
				MPO	Element	
Project Manager/Contact		Phone		E-mail Address		
Steven Adams		831-386-5917		sadams@kingcity.com		
Project Title						
King City Mutimodal Transportation Center						
Location, Project Limits, Description, Scope of Work						<input type="checkbox"/> See page 2
<p>Contstruct a Multimodal Transportaion Center (MTC) at First Street and Pearl Street closing the Pearl Street UPRR crossing and one additional offsite crossing and constructing a new UPRR at Broadway Street providing access to a transit oriented planned development.</p>						
<input checked="" type="checkbox"/> GHG Reductions <input checked="" type="checkbox"/> Integrated Service <input checked="" type="checkbox"/> Increase Ridership						
Component	Implementing Agency					
PA&ED	City of King					
PS&E	City of King					
Right of Way	City of King					
Construction	City of King					
Purpose and Need						<input type="checkbox"/> See page 2
<p>The City of King has identified a need to optimize transit connenctions for the transit dependent population by consolidating the existing trantit and passenger transportation activities, and to facilitate the re-establishment of the historic 1886 passenger rail station "King's Station" at First Street in the Historic Downtown.</p>						
Project Benefits						<input type="checkbox"/> See page 2
<p>A new Multimodal Transportation Center in King City will increase mobility options, reduce traffic congestion, improve transit safety, improve air quality, protect public health and generate jobs.</p>						
<input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input checked="" type="checkbox"/> Disadvantaged Communities						
Project Milestone						Proposed
Project Study Report Approved						NA
Begin Environmental (PA&ED) Phase						07/01/18
Circulate Draft Environmental Document				Document Type	EIR	10/31/18
Draft Project Report						NA
End Environmental Phase (PA&ED Milestone)						01/02/19
Begin Design (PS&E) Phase						07/01/18
End Design Phase (Ready to List for Advertisement Milestone)						12/11/19
Begin Right of Way Phase						07/26/18
End Right of Way Phase (Right of Way Certification Milestone)						05/03/19
Begin Construction Phase (Contract Award Milestone)						12/12/19
End Construction Phase (Construction Contract Acceptance Milestone)						10/01/21
Begin Closeout Phase						10/04/21
End Closeout Phase (Closeout Report)						07/01/22

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 1/11/18

District	County	Route	EA	Project ID	PPNO	
05	MON					
Project Title: King City Multimodal Transportation Center						

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)		35						35	
PS&E		2,158						2,158	
R/W SUP (CT)									
CON SUP (CT)									
R/W		650						650	
CON			19,918	14,918				34,836	
TOTAL		2,843	5,000	14,918				22,761	

Fund No. 1:	Proposed Funding (\$1,000s)								Program Code
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)		35						35	
PS&E		2,158						2,158	
R/W SUP (CT)									
CON SUP (CT)									
R/W		650						650	
CON			5,000	14,918				19,918	
TOTAL		2,843	5,000	14,918				22,761	

Fund No. 2:	Proposed Funding (\$1,000s)								Program Code
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 3:	Proposed Funding (\$1,000s)								Program Code
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 1/11/18

District	County	Route	EA	Project ID	PPNO	
05	MON					
Project Title: King City Mutimodal Transportation Center						

Fund No. 4:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 7:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 1/11/18

District	County	Route	EA	Project ID	PPNO	
05	MON					
Project Title: King City Mutimodal Transportation Center						

Fund No. 8:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 9:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 10:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									



**California Air Resources Board
 Calculator Tool for the
 California State Transportation Agency
 Transit and Intercity Rail Capital Program
 Greenhouse Gas Reduction Fund
 Fiscal Year 2018-19**

The California Air Resources Board (CARB) is responsible for providing the quantification methodology to estimate the greenhouse gas (GHG) emission reductions and other non-GHG outcomes, referred to as co-benefits (e.g., air pollutant emission estimates), from projects receiving monies from the Greenhouse Gas Reduction Fund (GGRF).

CARB released the California State Transportation Agency (CalSTA) Transit and Intercity Rail Capital Program (TIRCP) Draft Quantification Methodology and Draft TIRCP Calculator Tool for Fiscal Year (FY) 2018-19 for public comment in September 2017. The Draft Quantification Methodology and Draft TIRCP Calculator Tool were updated as necessary to reflect stakeholder comments and final TIRCP Guidelines for FY 2018-19. This Final TIRCP Calculator Tool accompanies the Final Quantification Methodology for FY 2018-19, available at: www.arb.ca.gov/cci-quantification

Instructions: Applicants must use this calculator to estimate the GHG emission reductions and air pollutant emissions associated with the quantification methodology, as applicable. This Excel file must be submitted with other documentation requirements. Please use the following file naming convention: “[Project Name]_calc” not to exceed 20 characters. Project names may be abbreviated. Additional documentation may be necessary to substantiate the inputs to this file. Fields highlighted in yellow indicate input needed by the project applicant.

Step 1 Define the Project: Applicants must define the project by identifying both eligible project types in Table 2 of the Quantification Methodology and the number of quantifiable components.

Step 2 Determine the TIRCP Calculator Tool Inputs Needed: The applicant will use Table 3 in the Quantification Methodology to determine the required data inputs to estimate the GHG emission reductions and air pollutant emission co-benefits for each quantifiable component by project type, as identified in Step 1.

Step 3 Estimate the GHG Emission Reductions and Air Pollutant Emissions for the Proposed Project for Each Component Using the TIRCP Calculator Tool: The applicant will enter the required data inputs identified in Step 2 into this TIRCP Calculator Tool to calculate the GHG emission reductions and air pollutant emission estimates of the proposed project.

Read Me Tab (this page):

Enter the Project Name and the contact information for person who can answer project-specific questions on the quantification calculations.

Project Name:	King City Multi-Modal Transit Center
Contact Name:	Steven Adams
Contact Phone Number:	831-386-5917
Contact Email:	sadams@kingcity.com
Date Completed:	1/8/2018

Quantifiable Component Tabs:

Cells in yellow with headers in red indicate a direct user input is required. Cells in red indicate a direct user input is optional (note: additional supporting documentation is required if used). Green fields indicate a selection from a drop-down box is required. Gray fields indicate output or calculation fields that are automatically populated based on user entries and the quantification methods.

For each component, applicants must work from top to bottom and enter all relevant data. Some cells may not be applicable to the project type; these cells will turn black and lock. Applicants should use one tab per quantifiable component and may use as many tabs as necessary to characterize all relevant components of the proposed project, including additional GGRF funding requested from other California Climate Investments (CCI) programs. A component is a project type for which GHG emission reductions and air pollutant emissions may be estimated, evaluated and reported separately from other components within the TIRCP project. Inputs must be substantiated in the documentation provided to CalSTA and CARB; see Section C. Documentation of the Quantification Methodology.

Submit documentation: Save file for submittal. See Section C. Documentation of the Quantification Methodology for additional documentation requirements.

For more information on CARB’s efforts to support implementation of GGRF investments, see: <http://www.arb.ca.gov/caclimateinvestments>

Questions pertaining to TIRCP should be sent to: TIRCPcomments@dot.ca.gov

Questions on this calculator should be sent to: GGRFProgram@arb.ca.gov



**California Air Resources Board
 Calculator Tool for the
 California State Transportation Agency
 Transit and Intercity Rail Capital Program
 Greenhouse Gas Reduction Fund
 Fiscal Year 2018-19**

Project Name:	King City Multi-Modal Transit Center
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Input	Description	Quantified Component 1	
Identifying Descriptor (ID)	Brief description of the quantifiable component identifying it from other separable components.	King City Multi-Modal Transit Center	
Funding Inputs			
TIRCP Funds Requested	Total TIRCP funds requested for this separable component.	\$21,622,753	
Multi-Year	Will this component request several California Transportation Commission allocations over multiple calendar years?	Yes	
Additional CCI Program 1			
CCI Program	Other CCI Program from which project has or will be requesting GGRF funds.		
Additional GGRF Funds	Total GGRF funds requested or to be requested from Additional CCI Program 1.		
Additional CCI Program 2			
CCI Program	Other CCI Program from which project has or will be requesting GGRF funds.		
Additional GGRF Funds	Total GGRF funds requested or to be requested from Additional CCI Program 2.		
Total GGRF Funds Requested	Total GGRF funds requested from all CCI Programs	\$21,622,753	
Project Inputs			
Project Type	For the purposes of this quantification, eligible TIRCP projects fall into four project types. Select the project type that best describes this component.	System and Efficiency Improvements	
Service Type	The transit service (e.g., Intercity/Express Bus (Long Distance), Light Rail, Vanpool, etc.) directly associated with the proposed project. For projects that serve multiple services, select Multi-modal.	Multi-modal	
Vehicle Type	The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) that will operate the new service or will be procured.		
Region	The region that best encompasses the geographic location for the proposed project type.	County	
Sub region	The County or Air Basin where the majority of the service occurs.	Monterey	
Year 1 (Yr1)	The first year of service or the first year the facility or rolling stock will be in use.	2022	
Year F (YrF)	The final year of service or the final year the facility or rolling stock's useful life.	2080	
Useful Life	The number of years the service is funded or the useful life of the facility or rolling stock.	58	
Displaced Autos Inputs		Input	Reference
Yr1 Ridership	The increase in unlinked passenger trips directly associated with the proposed project in the first year (Yr1).	29,000	Study (2013) Plus Fort Hunter Legg
YrF Ridership	The increase in unlinked passenger trips directly associated with the proposed project in the final year. If the ridership is not expected to change, Yr1 and YrF should be the same value.	29,000	
Adjustment Factor (A)	Discount factor applied to annual ridership to account for transit-dependent riders. Use: document project-specific data or system average developed from a recent, statistically valid survey or default.	0.83	
Length of Average Trip (L)	Annual passenger miles over unlinked trips directly associated with the proposed project.	110	Distance from San Jose to King City
New/Expanded Service Vehicle Inputs		Input	Reference
Hybrid Vehicle	Is the vehicle for the new/expanded service, or vehicle(s) to be procured, a hybrid?		

Fuel Type	The fuel type (e.g., electric, diesel, etc.) of the vehicle for the new/expanded service, or of the new vehicle(s) to be procured.		
Model Year	The engine model year of the vehicle that will operate the new/expanded service, or of the new vehicle(s) to be procured.		
Project-Specific Emission Factor	If used, applicant must be able to demonstrate an approved carbon intensity value under the Low Carbon Fuel Standard and submit additional documentation.		
Annual VMT	The estimated annual VMT required to operate the new/expanded service or of the new vehicle(s) to be procured (e.g., 72,000). For rail and ferry vehicles, applicants may alternatively use Annual Fuel.		
Annual Fuel	The estimated annual fuel (i.e., gallon of diesel, KWh of electricity) required to operate the new/expanded service, or of the new rail or ferry vehicle(s) to be procured (e.g., 26,000).		
Displaced Vehicle/Fuel Reductions Inputs		Input	Reference
Fuel Type	The fuel type (e.g., electric, diesel, etc.) of the displaced vehicle(s) or of fuel reductions as a result of the project.		
Model Year	The average engine model year(s) of the displaced vehicle(s) or of the vehicle(s) to realize fuel reductions as a result of the project.		
Annual VMT	The estimated annual VMT of the displaced vehicle(s). For rail and ferry vehicles, applicants may alternatively use Annual Fuel.		
Annual Fuel	The estimated annual fuel reductions expected to be realized as a result of the project or the estimated annual fuel the displaced vehicle(s) would have required to operate the equivalent as the new vehicle to be procured.		



California Air Resources Board
Calculator Tool for the
California State Transportation Agency
Transit and Intercity Rail Capital Program
Greenhouse Gas Reduction Fund
Fiscal Year 2018-19

Project Name:	King City Multi-Modal Transit Center
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Input	Description	Quantified Component 2	
Identifying Descriptor (ID)	Brief description of the quantifiable component identifying it from other separable components.		
Funding Inputs			
TIRCP Funds Requested	Total TIRCP funds requested for this separable component.		
Multi-Year	Will this component request several California Transportation Commission allocations over multiple calendar years?		
Additional CCI Program 1			
CCI Program	Other CCI Program from which project has or will be requesting GGRF funds.		
Additional GGRF Funds	Total GGRF funds requested or to be requested from Additional CCI Program 1.		
Additional CCI Program 2			
CCI Program	Other CCI Program from which project has or will be requesting GGRF funds.		
Additional GGRF Funds	Total GGRF funds requested or to be requested from Additional CCI Program 2.		
Total GGRF Funds Requested	Total GGRF funds requested from all CCI Programs		
Project Inputs			
Project Type	For the purposes of this quantification, eligible TIRCP projects fall into four project types. Select the project type that best describes this component.		
Service Type	The transit service (e.g., Intercity/Express Bus (Long Distance), Light Rail, Vanpool, etc.) directly associated with the proposed project. For projects that serve multiple services, select Multi-modal.		
Vehicle Type	The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) that will operate the new service or will be procured.		
Region	The region that best encompasses the geographic location for the proposed project type.		
Sub region	The County or Air Basin where the majority of the service occurs.		
Year 1 (Yr1)	The first year of service or the first year the facility or rolling stock will be in use.		
Year F (YrF)	The final year of service or the final year the facility or rolling stock's useful life.		
Useful Life	The number of years the service is funded or the useful life of the facility or rolling stock.		
Displaced Autos Inputs		Input	Reference
Yr1 Ridership	The increase in unlinked passenger trips directly associated with the proposed project in the first year (Yr1).		
YrF Ridership	The increase in unlinked passenger trips directly associated with the proposed project in the final year. If the ridership is not expected to change, Yr1 and YrF should be the same value.		
Adjustment Factor (A)	Discount factor applied to annual ridership to account for transit-dependent riders. Use: document project-specific data or system average developed from a recent, statistically valid survey or default.		
Length of Average Trip (L)	Annual passenger miles over unlinked trips directly associated with the proposed project.		
New/Expanded Service Vehicle Inputs		Input	Reference
Hybrid Vehicle	Is the vehicle for the new/expanded service, or vehicle(s) to be procured, a hybrid?		

Fuel Type	The fuel type (e.g., electric, diesel, etc.) of the vehicle for the new/expanded service, or of the new vehicle(s) to be procured.		
Model Year	The engine model year of the vehicle that will operate the new/expanded service, or of the new vehicle(s) to be procured.		
Project-Specific Emission Factor	If used, applicant must be able to demonstrate an approved carbon intensity value under the Low Carbon Fuel Standard and submit additional documentation.		
Annual VMT	The estimated annual VMT required to operate the new/expanded service or of the new vehicle(s) to be procured (e.g., 72,000). For rail and ferry vehicles, applicants may alternatively use Annual Fuel.		
Annual Fuel	The estimated annual fuel (i.e., gallon of diesel, KW/h of electricity) required to operate the new/expanded service, or of the new rail or ferry vehicle(s) to be procured (e.g., 26,000).		
Displaced Vehicle/Fuel Reductions Inputs		Input	Reference
Fuel Type	The fuel type (e.g., electric, diesel, etc.) of the displaced vehicle(s) or of fuel reductions as a result of the project.		
Model Year	The average engine model year(s) of the displaced vehicle(s) or of the vehicle(s) to realize fuel reductions as a result of the project.		
Annual VMT	The estimated annual VMT of the displaced vehicle(s). For rail and ferry vehicles, applicants may alternatively use Annual Fuel.		
Annual Fuel	The estimated annual fuel reductions expected to be realized as a result of the project or the estimated annual fuel the displaced vehicle(s) would have required to operate the equivalent as the new vehicle to be procured.		



California Air Resources Board
Calculator Tool for the
California State Transportation Agency
Transit and Intercity Rail Capital Program
Greenhouse Gas Reduction Fund
Fiscal Year 2018-19

Project Name:	King City Multi-Modal Transit Center
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Input	Description	Quantified Component 3	
Identifying Descriptor (ID)	Brief description of the quantifiable component identifying it from other separable components.		
Funding Inputs			
TIRCP Funds Requested	Total TIRCP funds requested for this separable component.		
Multi-Year	Will this component request several California Transportation Commission allocations over multiple calendar years?		
Additional CCI Program 1			
CCI Program	Other CCI Program from which project has or will be requesting GGRF funds.		
Additional GGRF Funds	Total GGRF funds requested or to be requested from Additional CCI Program 1.		
Additional CCI Program 2			
CCI Program	Other CCI Program from which project has or will be requesting GGRF funds.		
Additional GGRF Funds	Total GGRF funds requested or to be requested from Additional CCI Program 2.		
Total GGRF Funds Requested	Total GGRF funds requested from all CCI Programs		
Project Inputs			
Project Type	For the purposes of this quantification, eligible TIRCP projects fall into four project types. Select the project type that best describes this component.		
Service Type	The transit service (e.g., Intercity/Express Bus (Long Distance), Light Rail, Vanpool, etc.) directly associated with the proposed project. For projects that serve multiple services, select Multi-modal.		
Vehicle Type	The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) that will operate the new service or will be procured.		
Region	The region that best encompasses the geographic location for the proposed project type.		
Sub region	The County or Air Basin where the majority of the service occurs.		
Year 1 (Yr1)	The first year of service or the first year the facility or rolling stock will be in use.		
Year F (YrF)	The final year of service or the final year the facility or rolling stock's useful life.		
Useful Life	The number of years the service is funded or the useful life of the facility or rolling stock.		
Displaced Autos Inputs		Input	Reference
Yr1 Ridership	The increase in unlinked passenger trips directly associated with the proposed project in the first year (Yr1).		
YrF Ridership	The increase in unlinked passenger trips directly associated with the proposed project in the final year. If the ridership is not expected to change, Yr1 and YrF should be the same value.		
Adjustment Factor (A)	Discount factor applied to annual ridership to account for transit-dependent riders. Use: document project-specific data or system average developed from a recent, statistically valid survey or default.		
Length of Average Trip (L)	Annual passenger miles over unlinked trips directly associated with the proposed project.		
New/Expanded Service Vehicle Inputs		Input	Reference
Hybrid Vehicle	Is the vehicle for the new/expanded service, or vehicle(s) to be procured, a hybrid?		

Fuel Type	The fuel type (e.g., electric, diesel, etc.) of the vehicle for the new/expanded service, or of the new vehicle(s) to be procured.		
Model Year	The engine model year of the vehicle that will operate the new/expanded service, or of the new vehicle(s) to be procured.		
Project-Specific Emission Factor	If used, applicant must be able to demonstrate an approved carbon intensity value under the Low Carbon Fuel Standard and submit additional documentation.		
Annual VMT	The estimated annual VMT required to operate the new/expanded service or of the new vehicle(s) to be procured (e.g., 72,000). For rail and ferry vehicles, applicants may alternatively use Annual Fuel.		
Annual Fuel	The estimated annual fuel (i.e., gallon of diesel, KWh of electricity) required to operate the new/expanded service, or of the new rail or ferry vehicle(s) to be procured (e.g., 26,000).		
Displaced Vehicle/Fuel Reductions Inputs		Input	Reference
Fuel Type	The fuel type (e.g., electric, diesel, etc.) of the displaced vehicle(s) or of fuel reductions as a result of the project.		
Model Year	The average engine model year(s) of the displaced vehicle(s) or of the vehicle(s) to realize fuel reductions as a result of the project.		
Annual VMT	The estimated annual VMT of the displaced vehicle(s). For rail and ferry vehicles, applicants may alternatively use Annual Fuel.		
Annual Fuel	The estimated annual fuel reductions expected to be realized as a result of the project or the estimated annual fuel the displaced vehicle(s) would have required to operate the equivalent as the new vehicle to be procured.		



California Air Resources Board
Calculator Tool for the
California State Transportation Agency
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Greenhouse Gas Reduction Fund
Fiscal Year 2018-19

Project Name:	King City Multi-Modal Transit Center
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Input	Description	Quantified Component 4	
Identifying Descriptor (ID)	Brief description of the quantifiable component identifying it from other separable components.		
Funding Inputs			
TIRCP Funds Requested	Total TIRCP funds requested for this separable component.		
Multi-Year	Will this component request several California Transportation Commission allocations over multiple calendar years?		
Additional CCI Program 1			
CCI Program	Other CCI Program from which project has or will be requesting GGRF funds.		
Additional GGRF Funds	Total GGRF funds requested or to be requested from Additional CCI Program 1.		
Additional CCI Program 2			
CCI Program	Other CCI Program from which project has or will be requesting GGRF funds.		
Additional GGRF Funds	Total GGRF funds requested or to be requested from Additional CCI Program 2.		
Total GGRF Funds Requested	Total GGRF funds requested from all CCI Programs		
Project Inputs			
Project Type	For the purposes of this quantification, eligible TIRCP projects fall into four project types. Select the project type that best describes this component.		
Service Type	The transit service (e.g., Intercity/Express Bus (Long Distance), Light Rail, Vanpool, etc.) directly associated with the proposed project. For projects that serve multiple services, select Multi-modal.		
Vehicle Type	The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) that will operate the new service or will be procured.		
Region	The region that best encompasses the geographic location for the proposed project type.		
Sub region	The County or Air Basin where the majority of the service occurs.		
Year 1 (Yr1)	The first year of service or the first year the facility or rolling stock will be in use.		
Year F (YrF)	The final year of service or the final year the facility or rolling stock's useful life.		
Useful Life	The number of years the service is funded or the useful life of the facility or rolling stock.		
Displaced Autos Inputs		Input	Reference
Yr1 Ridership	The increase in unlinked passenger trips directly associated with the proposed project in the first year (Yr1).		
YrF Ridership	The increase in unlinked passenger trips directly associated with the proposed project in the final year. If the ridership is not expected to change, Yr1 and YrF should be the same value.		
Adjustment Factor (A)	Discount factor applied to annual ridership to account for transit-dependent riders. Use: document project-specific data or system average developed from a recent, statistically valid survey or default.		
Length of Average Trip (L)	Annual passenger miles over unlinked trips directly associated with the proposed project.		
New/Expanded Service Vehicle Inputs		Input	Reference
Hybrid Vehicle	Is the vehicle for the new/expanded service, or vehicle(s) to be procured, a hybrid?		

Fuel Type	The fuel type (e.g., electric, diesel, etc.) of the vehicle for the new/expanded service, or of the new vehicle(s) to be procured.		
Model Year	The engine model year of the vehicle that will operate the new/expanded service, or of the new vehicle(s) to be procured.		
Project-Specific Emission Factor	If used, applicant must be able to demonstrate an approved carbon intensity value under the Low Carbon Fuel Standard and submit additional documentation.		
Annual VMT	The estimated annual VMT required to operate the new/expanded service or of the new vehicle(s) to be procured (e.g., 72,000). For rail and ferry vehicles, applicants may alternatively use Annual Fuel.		
Annual Fuel	The estimated annual fuel (i.e., gallon of diesel, KWh of electricity) required to operate the new/expanded service, or of the new rail or ferry vehicle(s) to be procured (e.g., 26,000).		
Displaced Vehicle/Fuel Reductions Inputs		Input	Reference
Fuel Type	The fuel type (e.g., electric, diesel, etc.) of the displaced vehicle(s) or of fuel reductions as a result of the project.		
Model Year	The average engine model year(s) of the displaced vehicle(s) or of the vehicle(s) to realize fuel reductions as a result of the project.		
Annual VMT	The estimated annual VMT of the displaced vehicle(s). For rail and ferry vehicles, applicants may alternatively use Annual Fuel.		
Annual Fuel	The estimated annual fuel reductions expected to be realized as a result of the project or the estimated annual fuel the displaced vehicle(s) would have required to operate the equivalent as the new vehicle to be procured.		



California Air Resources Board
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Greenhouse Gas Reduction Fund
Fiscal Year 2018-19

Project Name:	King City Multi-Modal Transit Center
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Input	Description	Quantified Component 5	
Identifying Descriptor (ID)	Brief description of the quantifiable component identifying it from other separable components.		
Funding Inputs			
TIRCP Funds Requested	Total TIRCP funds requested for this separable component.		
Multi-Year	Will this component request several California Transportation Commission allocations over multiple calendar years?		
Additional CCI Program 1			
CCI Program	Other CCI Program from which project has or will be requesting GGRF funds.		
Additional GGRF Funds	Total GGRF funds requested or to be requested from Additional CCI Program 1.		
Additional CCI Program 2			
CCI Program	Other CCI Program from which project has or will be requesting GGRF funds.		
Additional GGRF Funds	Total GGRF funds requested or to be requested from Additional CCI Program 2.		
Total GGRF Funds Requested	Total GGRF funds requested from all CCI Programs		
Project Inputs			
Project Type	For the purposes of this quantification, eligible TIRCP projects fall into four project types. Select the project type that best describes this component.		
Service Type	The transit service (e.g., Intercity/Express Bus (Long Distance), Light Rail, Vanpool, etc.) directly associated with the proposed project. For projects that serve multiple services, select Multi-modal.		
Vehicle Type	The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) that will operate the new service or will be procured.		
Region	The region that best encompasses the geographic location for the proposed project type.		
Sub region	The County or Air Basin where the majority of the service occurs.		
Year 1 (Yr1)	The first year of service or the first year the facility or rolling stock will be in use.		
Year F (YrF)	The final year of service or the final year the facility or rolling stock's useful life.		
Useful Life	The number of years the service is funded or the useful life of the facility or rolling stock.		
Displaced Autos Inputs		Input	Reference
Yr1 Ridership	The increase in unlinked passenger trips directly associated with the proposed project in the first year (Yr1).		
YrF Ridership	The increase in unlinked passenger trips directly associated with the proposed project in the final year. If the ridership is not expected to change, Yr1 and YrF should be the same value.		
Adjustment Factor (A)	Discount factor applied to annual ridership to account for transit-dependent riders. Use: document project-specific data or system average developed from a recent, statistically valid survey or default.		
Length of Average Trip (L)	Annual passenger miles over unlinked trips directly associated with the proposed project.		
New/Expanded Service Vehicle Inputs		Input	Reference
Hybrid Vehicle	Is the vehicle for the new/expanded service, or vehicle(s) to be procured, a hybrid?		

Fuel Type	The fuel type (e.g., electric, diesel, etc.) of the vehicle for the new/expanded service, or of the new vehicle(s) to be procured.		
Model Year	The engine model year of the vehicle that will operate the new/expanded service, or of the new vehicle(s) to be procured.		
Project-Specific Emission Factor	If used, applicant must be able to demonstrate an approved carbon intensity value under the Low Carbon Fuel Standard and submit additional documentation.		
Annual VMT	The estimated annual VMT required to operate the new/expanded service or of the new vehicle(s) to be procured (e.g., 72,000). For rail and ferry vehicles, applicants may alternatively use Annual Fuel.		
Annual Fuel	The estimated annual fuel (i.e., gallon of diesel, KWh of electricity) required to operate the new/expanded service, or of the new rail or ferry vehicle(s) to be procured (e.g., 26,000).		
Displaced Vehicle/Fuel Reductions Inputs		Input	Reference
Fuel Type	The fuel type (e.g., electric, diesel, etc.) of the displaced vehicle(s) or of fuel reductions as a result of the project.		
Model Year	The average engine model year(s) of the displaced vehicle(s) or of the vehicle(s) to realize fuel reductions as a result of the project.		
Annual VMT	The estimated annual VMT of the displaced vehicle(s). For rail and ferry vehicles, applicants may alternatively use Annual Fuel.		
Annual Fuel	The estimated annual fuel reductions expected to be realized as a result of the project or the estimated annual fuel the displaced vehicle(s) would have required to operate the equivalent as the new vehicle to be procured.		



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Project Name:	King City Multi-Modal Transit Center
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Input	Description	Quantified Component 6	
Identifying Descriptor (ID)	Brief description of the quantifiable component identifying it from other separable components.		
Funding Inputs			
TIRCP Funds Requested	Total TIRCP funds requested for this separable component.		
Multi-Year	Will this component request several California Transportation Commission allocations over multiple calendar years?		
Additional CCI Program 1			
CCI Program	Other CCI Program from which project has or will be requesting GGRF funds.		
Additional GGRF Funds	Total GGRF funds requested or to be requested from Additional CCI Program 1.		
Additional CCI Program 2			
CCI Program	Other CCI Program from which project has or will be requesting GGRF funds.		
Additional GGRF Funds	Total GGRF funds requested or to be requested from Additional CCI Program 2.		
Total GGRF Funds Requested	Total GGRF funds requested from all CCI Programs		
Project Inputs			
Project Type	For the purposes of this quantification, eligible TIRCP projects fall into four project types. Select the project type that best describes this component.		
Service Type	The transit service (e.g., Intercity/Express Bus (Long Distance), Light Rail, Vanpool, etc.) directly associated with the proposed project. For projects that serve multiple services, select Multi-modal.		
Vehicle Type	The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) that will operate the new service or will be procured.		
Region	The region that best encompasses the geographic location for the proposed project type.		
Sub region	The County or Air Basin where the majority of the service occurs.		
Year 1 (Yr1)	The first year of service or the first year the facility or rolling stock will be in use.		
Year F (YrF)	The final year of service or the final year the facility or rolling stock's useful life.		
Useful Life	The number of years the service is funded or the useful life of the facility or rolling stock.		
Displaced Autos Inputs		Input	Reference
Yr1 Ridership	The increase in unlinked passenger trips directly associated with the proposed project in the first year (Yr1).		
YrF Ridership	The increase in unlinked passenger trips directly associated with the proposed project in the final year. If the ridership is not expected to change, Yr1 and YrF should be the same value.		
Adjustment Factor (A)	Discount factor applied to annual ridership to account for transit-dependent riders. Use: document project-specific data or system average developed from a recent, statistically valid survey or default.		
Length of Average Trip (L)	Annual passenger miles over unlinked trips directly associated with the proposed project.		
New/Expanded Service Vehicle Inputs		Input	Reference
Hybrid Vehicle	Is the vehicle for the new/expanded service, or vehicle(s) to be procured, a hybrid?		

Fuel Type	The fuel type (e.g., electric, diesel, etc.) of the vehicle for the new/expanded service, or of the new vehicle(s) to be procured.		
Model Year	The engine model year of the vehicle that will operate the new/expanded service, or of the new vehicle(s) to be procured.		
Project-Specific Emission Factor	If used, applicant must be able to demonstrate an approved carbon intensity value under the Low Carbon Fuel Standard and submit additional documentation.		
Annual VMT	The estimated annual VMT required to operate the new/expanded service or of the new vehicle(s) to be procured (e.g., 72,000). For rail and ferry vehicles, applicants may alternatively use Annual Fuel.		
Annual Fuel	The estimated annual fuel (i.e., gallon of diesel, KWh of electricity) required to operate the new/expanded service, or of the new rail or ferry vehicle(s) to be procured (e.g., 26,000).		
Displaced Vehicle/Fuel Reductions Inputs		Input	Reference
Fuel Type	The fuel type (e.g., electric, diesel, etc.) of the displaced vehicle(s) or of fuel reductions as a result of the project.		
Model Year	The average engine model year(s) of the displaced vehicle(s) or of the vehicle(s) to realize fuel reductions as a result of the project.		
Annual VMT	The estimated annual VMT of the displaced vehicle(s). For rail and ferry vehicles, applicants may alternatively use Annual Fuel.		
Annual Fuel	The estimated annual fuel reductions expected to be realized as a result of the project or the estimated annual fuel the displaced vehicle(s) would have required to operate the equivalent as the new vehicle to be procured.		



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Project Name:	King City Multi-Modal Transit Center
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	Quantified GHG Component 1	Quantified GHG Component 2	Quantified GHG Component 3	Quantified GHG Component 4	Quantified GHG Component 5	Quantified GHG Component 6	Total Project
Identifying Descriptor	King City Multi-Modal Transit Center						
GHG Emission Reduction Start Date (Year)	2022						
Total CCI							
Total GHG Emission Reductions (MTCO ₂ e)	61,881						61,881
Total GGRF Funds Requested (\$)	21,622,753						21,622,753
Total GHG Emission Reductions/Total GGRF Funds Requested (MTCO ₂ e/\$)	0.002862						0.002862
TIRCP							
TIRCP GHG Emission Reductions (MTCO ₂ e)	61,881						61,881
TIRCP Funds Requested (\$)	21,622,753						21,622,753
TIRCP GHG Emission Reductions/TIRCP Funds Requested (MTCO ₂ e/\$)	0.002862						0.002862
TIRCP Funds Requested/TIRCP GHG Emission Reductions (\$/MTCO ₂ e)	349						349
Additional CCI Program 1							
CCI Program							
GHG Emission Reductions Attributable to other GGRF Programs (MTCO ₂ e)							
Total Additional GGRF Funds to Implement Project (\$)							
Additional CCI Program 2							
CCI Program							
GHG Emission Reductions Attributable to other GGRF Programs (MTCO ₂ e)							
Total Additional GGRF Funds to Implement Project (\$)							



California Air Resources Board
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Project Name: King City Multi-Modal Transit Center

	Quantified Co-Benefit Component 1	Quantified Co-Benefit Component 2	Quantified Co-Benefit Component 3	Quantified Co-Benefit Component 4	Quantified Co-Benefit Component 5	Quantified Co-Benefit Component 6	Total Project
Identifying Descriptor	King City Multi-Modal Transit Center						
Total CCI							
Key Variables	Passenger VMT Reductions (miles)	2,647,700					2,647,700
	Fossil Fuel Use Reductions	N/A					
	Fossil Fuel Energy Use Reductions (kWh)	N/A					
Co-Benefits	ROG Emission Reductions (lbs)	5,360					5,360
	NOx Emission Reductions (lbs)	25,600					25,600
	PM2.5 Emission Reductions (lbs)	492					492
	Diesel PM Emission Reductions (lbs)	2,801					2,801
TIRCP							
Key Variables	Passenger VMT Reductions (miles)	2,647,700					2,647,700
	Fossil Fuel Use Reductions	N/A					
	Fossil Fuel Energy Use Reductions (kWh)	N/A					
Co-Benefits	ROG Emission Reductions (lbs)	5,360					5,360
	NOx Emission Reductions (lbs)	25,600					25,600
	PM2.5 Emission Reductions (lbs)	492					492
	Diesel PM Emission Reductions (lbs)	2,801					2,801
Additional CCI Program 1							
Key Variables	Passenger VMT Reductions (miles)						
	Fossil Fuel Use Reductions						
	Fossil Fuel Energy Use Reductions (kWh)						
Co-Benefits	ROG Emission Reductions (lbs)						
	NOx Emission Reductions (lbs)						
	PM2.5 Emission Reductions (lbs)						
	Diesel PM Emission Reductions (lbs)						
Additional CCI Program 2							
Key Variables	Passenger VMT Reductions (miles)						
	Fossil Fuel Use Reductions						
	Fossil Fuel Energy Use Reductions (kWh)						
Co-Benefits	ROG Emission Reductions (lbs)						
	NOx Emission Reductions (lbs)						
	PM2.5 Emission Reductions (lbs)						
	Diesel PM Emission Reductions (lbs)						



January 11, 2018

Brian P. Kelly
Secretary
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Dear Mr. Kelly:

The National Railroad Passenger Corporation (Amtrak) would like to take this opportunity to express its support for King City's grant application submitted in response to the notice of funding opportunity for the California Department of Transportation's (CalSTA) Transit and Intercity Rail Capital Program (TIRCP). This notice announced the availability of \$2.4 billion to be awarded by CalSTA for capital improvements that modernize California's intercity passenger rail, bus, ferry, and rail transit systems.

Amtrak's support relates to the following project(s):

Multi – Modal Transit Center

It is our understanding that this project, upon completion, has the potential to improve intercity passenger rail service and benefit the Amtrak system. Based on the information made available to us regarding the project's eligibility, and subject to the development of such project-specific agreements the City of King City and Amtrak may require, we support this application as a potential candidate for funding. It is Amtrak's expectation that, prior to the obligation of grant funds for this project King City and Amtrak will discuss resource requirements and Amtrak's ability to adequately support the project, and subsequently enter into an agreement(s) setting forth our roles and responsibilities with respect to the project, with terms acceptable to Amtrak.

The advancement of projects like this will not only significantly improve California's transportation infrastructure, but will also contribute to the economic competitiveness of the state. We appreciate your leadership in filing this application and look forward to working with you on this and future opportunities to improve intercity passenger rail transportation.

Sincerely,

A handwritten signature in black ink, appearing to read "William N. Feidt".

William N. Feidt
Executive Vice President, Chief Financial Officer

Congress of the United States
House of Representatives
Washington, DC 20515-0520

December 16, 2017

Mr. Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
Post Office Box 942874
Sacramento, California 94274-0001

RE: LETTER OF SUPPORT FOR THE CITY OF KING MULTIMODAL TRANSIT CENTER-TRAIN STATION

Dear Mr. Castro:

I am writing in support of the City of King's application for the Transit and Intercity Rail Capital Program (TIRCP) grant application for the King City Multimodal Transit Center (MMTC) project.

King City is an underserved community and their MMTC project will help serve those in need and stimulate important economic development and job creation efforts.

- Population: 14,000
- Hispanic Population 87%
- King City % Below Poverty Line: 24%
- National Average % Below Poverty Line: 15%
- King City % Below Poverty Line Who Are Hispanic: 50%
- King City % English Second Language 89%

Rail service to King City will provide opportunities and equity to an underserved and incomplete corridor and the small rural Ag communities in the region. Small communities traditionally have not had the opportunity to participate in increasing regional transit access. With the State's commitment of reducing greenhouse gas emissions (GHG) with expanded access to transit finally gives small rural communities like King City the ability to be part of the solution.

A rail station in King City is part of the cities planned Multi Modal Transit Center designed to greatly reduce GHG emissions, give families and individuals better alternatives, provide access to California's transit network, and brings back the historic train stop that originally brought life to the city.

The MMTC project in King City moves forward the State's vision of Complete Corridors and equitable access. The Salinas Rail Extension project and San Luis Obispo County's rail project all work to establish service throughout the corridor connecting communities and moving our region towards a cleaner, greener California.

Numerous local agencies along the corridor support full utilization of existing rail infrastructure to complete the corridor.

This station will also provide the U.S. Army Garrison Fort Hunter Liggett (FHL) the ability to transport over 40,000 troops that come for training every year by train. Up to 80,000 one-way trips a year. FHL is designated as the premier western training site for the U.S. Army Reserve, supporting the training needs of Combat Support and Combat Service Support units worldwide. FHL is located twenty-five (25) miles southwest of the City of King and has been an ongoing supporter of the City of King Multimodal Transit Center (MMTC). FHL is over 1 hour away from the current rail stops, which include Salinas to the north and Paso Robles to the south. The current transportation options at FHL are very limited. The proposed MMTC design includes a secure area for FHL shuttles to pick up and drop off troops, which will help to reduce the cost of transporting troops to the base and be consistent with the Base Master Plan's goal to reduce greenhouse gases.

As a gateway city, King City will provide families and individuals from metropolitan centers the ability to access the Nation's newest national park, Pinnacles National Park; explore early California and agricultural history in the Salinas Valley; tour world renowned wineries showcasing the best wine grapes in the world; plus numerous local and regional festivals and events.

A train stop in King City will also stimulate the local economy and is consistent with the City's planned expansion to incorporate housing near transit hubs. It complements the City's airport and Monterey-Salinas Transit's (MST) soon to be built South County operations and maintenance facility. These transit opportunities position the City to become a transit hub for South County. The City is forward thinking and the MMTC is a crucial component of their goal to bring access and equity to underserved communities whose majority of resident's annual income is significantly below the state's average. Public transit is proven to help people access education, jobs, and overall better their quality of life.

The City of King's MMTC is a sustainable approach to reduce greenhouse gases, provide alternative and affordable transportation to a traditionally underserved region, assists in economic development, and work towards the City's and States vision of a cleaner, greener California. Therefore, I am writing to request that you give King City's TIRCP grant application full due consideration. Should you have any further questions please call my Salinas office at (831) 424-2229.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Panetta", is written over a faint, illegible printed name.

JIMMY PANETTA
Member of Congress

Cc:
King City Mayor
mlebarre@kingcity.com

STATE CAPITOL
SACRAMENTO, CA 95814
(916) 651-4012
2561 THIRD STREET, SUITE A
CERES, CA 95307
(209) 581-9827
1640 N STREET, SUITE 210
MERCED, CA 95340
(209) 726-5495
369 MAIN STREET, SUITE 208
SALINAS, CA 93901
(831) 769-8040

California State Senate

SENATOR
ANTHONY CANNELLA
TWELFTH SENATE DISTRICT



COMMITTEES
RULES
VICE-CHAIR
TRANSPORTATION
& HOUSING
VICE-CHAIR
ENERGY, UTILITIES &
COMMUNICATIONS
GOVERNMENTAL
ORGANIZATION

December 13, 2017

Ezequiel Castro, Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
P.O. Box 942874
Sacramento, CA 94274-0001

RE: Letter of Support for the City of King Multimodal Transit Center-Train Station

Dear Mr. Castro:

This letter is to express my strong support for the grant application submitted by the City of King that seeks funding under the Transit and Intercity Rail Capital Program (TIRCP) for the King City Multimodal Transit Center (MMTC) project.

King City is an underserved community of 14,000 people – a quarter of which fall below the poverty line – that has been included in the State’s 2018 Rail Plan and recommended as a location for early investment in additional local transit stops in the 2022 Short-Term Plan.

The MMTC project in King City moves forward the State’s vision of Complete Corridors and equitable access in conjunction with rail extension projects in Monterey and San Luis Obispo Counties. These projects work to establish service throughout the corridor connecting communities and moving our region toward a future with cleaner air and sustainable transit-oriented development.

Small communities traditionally have not had the opportunity to participate in increasing regional transit access. The State has made a commitment to reduce greenhouse gas emissions, and expanded access to transit through these projects finally gives small and rural communities an opportunity to be part of the solution. A rail station in King City will help to greatly reduce GHG emissions, provide underserved families and individuals with access to California’s transit network, create a gateway to the Nation’s newest national park, Pinnacles National Park, enable effective transportation of 30,000 soldiers per year for training to the U.S.

Army Garrison Fort Hunter Liggett, and bring back the historic train stop that originally brought life to the City.

For these reasons, I am proud to support King City's TIRCP grant application.

Sincerely,

A handwritten signature in blue ink, appearing to read 'A. Cannella', with a stylized flourish at the end.

Anthony Cannella
Senator, 12th District

MONTEREY COUNTY



BOARD OF SUPERVISORS ▪ 168 West Alisal Street, 3rd Floor, Salinas, CA 93901
SIMÓN SALINAS, SUPERVISOR ▪ District Three ▪ Chief of Staff, Christopher M. Lopez
Telephone (831) 755-5033 ▪ Fax (831) 796-3022 ▪ District3@co.monterey.ca.us

December 21, 2017

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
Post Office Box 942874
Sacramento, California 94274-0001

**RE: LETTER OF SUPPORT FOR THE CITY OF KING MULTIMODAL TRANSIT CENTER-
TRAIN STATION**

Dear Mr. Castro:

I am pleased to submit this letter of support for the Transit and Intercity Rail Capital Program (TIRCP) grant application, submitted by the City of King for the King City Multimodal Transit Center (MMTC) project.

King City is an underserved community and their MMTC project will help serve those in need and stimulate important economic development and job creation efforts.

- Population: 14,000
- Hispanic Population 87%
- King City % Below Poverty Line: 24%
- National Average % Below Poverty Line: 15%
- King City % Below Poverty Line Who Are Hispanic: 50%
- King City % English Second Language 89%

King City is included in the State's 2018 Rail Plan and identified for the 2022 Short-Term Plan.

- Page 65 - *Additional service in the Coast Route will provide passenger rail access to the state supported rail network, including access to the Fort Hunter Liggett military installation outside of King City.*
- Page 132 - *Early investment in additional local stops on the Coast Route in Soledad and King City, for immediate use by the long-distance Coast Starlight and longer-term use by intercity trains between Goleta and Gilroy.*

Rail service to King City will provide opportunities and equity to an underserved and incomplete corridor and the small rural Ag communities in the region.

Small communities traditionally have not had the opportunity to participate in increasing regional transit access. With the State's commitment of reducing greenhouse gas emissions (GHG) with expanded access to transit finally gives small rural communities like King City the ability to be part of the solution.

A rail station in King City is part of the cities planned Multi Modal Transit Center designed to greatly reduce GHG emissions, give families and individuals better alternatives, provide access to California's transit network, and brings back the historic train stop that originally brought life to the city.

The MMTC project in King City moves forward the State's vision of Complete Corridors and equitable access. The Salinas Rail Extension project and San Luis Obispo County's rail project all work to establish service throughout the corridor connecting communities and moving our region towards a cleaner, greener California. Numerous local agencies along the corridor support full utilization of existing rail infrastructure to complete the corridor.

This station will also provide the U.S. Army Garrison Fort Hunter Liggett (FHL) the ability to transport over 40,000 troops that come for training every year by train. Up to 80,000 one-way trips a year. FHL is designated as the premier western training site for the U.S. Army Reserve, supporting the training needs of Combat Support and Combat Service Support units worldwide. FHL is located twenty-five (25) miles southwest of the City of King and has been an ongoing supporter of the City of King Multimodal Transit Center (MMTC). FHL is over 1 hour away from the current rail stops, which include Salinas to the north and Paso Robles to the south. The current transportation options at FHL are very limited. The proposed MMTC design includes a secure area for FHL shuttles to pick up and drop off troops, which will help to reduce the cost of transporting troops to the base and be consistent with the Base Master Plan's goal to reduce greenhouse gases.

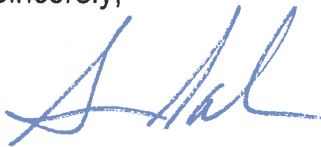
As a gateway city, King City will provide families and individuals from metropolitan centers the ability to access the Nation's newest national park, Pinnacles National Park; explore early California and agricultural history in the Salinas Valley; tour world renowned wineries showcasing the best wine grapes in the world; plus numerous local and regional festivals and events.

A train stop in King City will also stimulate the local economy and is consistent with the City's planned expansion to incorporate housing near transit hubs. It complements the City's airport and Monterey-Salinas Transit's (MST) soon to be built South County operations and maintenance facility. These transit opportunities position the City to become a transit hub for South County. The City is forward thinking and the MMTC is a crucial component of their goal to bring access and equity to underserved communities whose majority of resident's annual income is significantly below the state's average. Public transit is proven to help people access education, jobs, and overall better their quality of life.

The City of King's MMTC is a sustainable approach to reduce greenhouse gases, provide alternative and affordable transportation to a traditionally underserved region, assists in economic development, and work towards the City's and States vision of a cleaner, greener California.

I wholeheartedly support King City and their Transit and Intercity Rail Capital Program (TIRCP) grant application.

Sincerely,

A handwritten signature in blue ink, appearing to read 'S. Salinas', is written over the word 'Sincerely,'.

Simón Salinas
Monterey County Board of Supervisors, District 3



DEPARTMENT OF THE ARMY
UNITED STATES ARMY GARRISON FORT HUNTER LIGGETT
BUILDING 238 CALIFORNIA AVENUE
FORT HUNTER LIGGETT, CA 93928-7000

DEC 14 2017

SUBJECT: Letter of Support for King City Multimodal Transit Center

To whom it may concern:

U.S. Army Garrison Fort Hunter Liggett (FHL) is designated as the premier western training site for the U.S. Army Reserve, supporting the training needs of Combat Support and Combat Service Support units worldwide. FHL encompasses more than 160,000 acres and is located twenty-five (25) miles southwest of King City. FHL has been an ongoing supporter of King City Multimodal Transit Center (MMTC) to be located along First Street.

FHL has a net zero approach to manage resources sustainably. FHL is approximately one hour away from the current transit stops, which include Salinas to the north and Paso Robles to the south. The movement of people to and from FHL is substantial, with approximately 40,000 troops annually. We also have family housing and apartments for Soldiers. The majority of our workforce lives in surrounding communities of King City and Paso Robles, and as far away as Monterey.

The current transportation options at FHL are very limited. The proposed MMTC design includes an area for FHL shuttles to pick up and drop off troops, which will help to reduce the cost of transporting troops to the base and be consistent with the Base Master Plan's goal to reduce greenhouse gases.

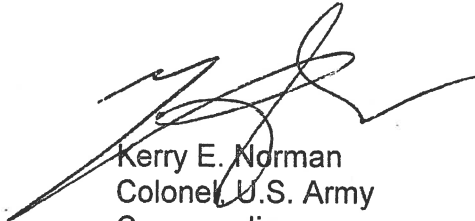
King City's MMTC is a sustainable approach to help reduce regional greenhouse gases, provide an alternative and affordable transportation mode, and assist in the area economic development effort. A few of the specific benefits for FHL include:

- Federal Necessity to Move Troops and Gear Equipment. The City is working with FHL and the Union Pacific Railroad to locate underutilized spur tracks near King City that could be used by the military to load and unload military equipment from flatbed railcars at a lower cost than using the spurs at Camp Roberts near Paso Robles. Convenient access from major public roads would be needed and the ability to load up a certain number of railcars at one time. As the spur does not necessarily need to be restricted to military-only use, a team track or public use track may be a good fit. The spur may also have an agricultural and/or commercial benefit for King City/South Monterey County area.

- Reduction in Greenhouse Gases. As part of the U.S. Army's Energy and Environmental Sustainability efforts, the use of rail would replace the numerous shuttle buses between FHL and the San Jose International Airport with Amtrak train service. This will reduce FHL and the region's carbon footprints.

The MMTC is a positive sustainable approach that meets many needs. FHL would appreciate the needed support to make it become a reality.

Sincerely,



Kerry E. Norman
Colonel, U.S. Army
Commanding

cc:
King City Council
King City Manager
Maura Tomey, AMBAG
Debbie Hale, TAMC
Peter Rogers, SLOCOG



December 21, 2017

Brian Kelly, Secretary
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

RE: Support for the City of King Multimodal Transit Center/ Train Station

Dear Secretary Kelly:

On behalf of the Transportation Agency for Monterey County, the Regional Transportation Planning Agency for Monterey County, I am writing to support the Transit and Intercity Rail Capital Program (TIRCP) grant application submitted by the City of King for the King City Multimodal Transit Center project.

A rail station in King City is part of the city's planned Multi Modal Transit Center (MMTC), which is designed to reduce GHG emissions, give families and individuals more travel alternatives, provide access to California's transit and rail network, and bring back the historic train stop that originally brought life to the city. King City is included in the draft 2018 California State Rail Plan, in the 2022 timeframe:

- "Additional service in the Coast Route will provide passenger rail access to the state supported rail network, including access to the Fort Hunter Liggett military installation outside of King City" (p. 65).
- "Early investment in additional local stops on the Coast Route in Soledad and King City, for immediate use by the long-distance Coast Starlight and longer-term use by intercity trains between Goleta and Gilroy" (p. 132).

Rail service to King City will provide opportunities and equity to an underserved and incomplete corridor and the small rural agricultural communities in the region. King City is an underserved community in Monterey County. The King City MMTC project will help serve those in need and stimulate important economic development and job creation efforts. Some key statistics about King City:

- Population: 14,000
- Hispanic Population 87%
- King City % Below Poverty Line: 24%
- National Average % Below Poverty Line: 15%
- King City % Below Poverty Line Who Are Hispanic: 50%
- King City % English Second Language 89%

The MMTC project in King City moves forward the State's vision of Complete Corridors and equitable access. The Salinas Rail Extension project and the Coast Rail project all work to establish service throughout the region connecting communities and moving our region towards a cleaner, greener California. Numerous local agencies along the corridor support full utilization of existing rail infrastructure to complete the corridor.

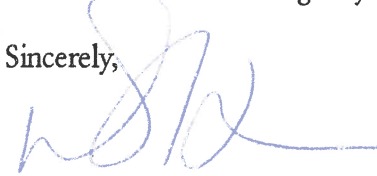
This new rail station will provide the U.S. Army Garrison Fort Hunter Liggett the ability to transport by train over 40,000 troops that come for training every year. The train station presents the potential of reducing up to 80,000 one-way trips a year from our regions overcrowded highways. Fort Hunter Liggett is designated as the premier western training site for the U.S. Army Reserve, supporting the training needs of Combat Support and Combat Service Support units worldwide. Fort Hunter Liggett strongly supports the King City MMTC. The current transportation options at Fort Hunter Liggett are very limited. The proposed MMTC design includes a secure area for Fort Hunter Liggett shuttles to pick up and drop off troops, which will help to reduce the cost of transporting troops to the base and be consistent with the Base Master Plan's goal to reduce greenhouse gases.

The King City MMTC will also provide families and individuals from metropolitan centers the ability to access the Nation's newest national park, Pinnacles National Park; explore early California and agricultural history in the Salinas Valley; tour world renowned wineries showcasing the best wine grapes in the world; plus numerous local and regional festivals and events.

A train stop in King City will also stimulate the local economy and is consistent with the City's plans to incorporate housing near transit hubs. It complements the City's airport and Monterey-Salinas Transit's planned South County operations and maintenance facility. These transit opportunities position the City to become a transit hub for South County. Public transit is proven to help people access education, jobs, and overall better their quality of life.

The King City MMTC is a sustainable approach to reduce greenhouse gases, provide alternative and affordable transportation to a traditionally underserved region, assists in economic development, and work towards the City's and States vision of a cleaner, greener California. Thank you for your consideration of the King City Transit and Intercity Rail Capital Program grant application.

Sincerely,



Debra L. Hale
Executive Director

Enclosure: letter from Fort Hunter Liggett

cc: Mike LeBarre, King City Mayor (mlebarre@kingcity.com)



December 21, 2017

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
Post Office Box 942874
Sacramento, California 94274-0001

**RE: LETTER OF SUPPORT FOR THE CITY OF KING MULTIMODAL TRANSIT
CENTER-TRAIN STATION**

Dear Mr. Castro:

The Monterey- Salinas Transit District (MST) is pleased to submit this letter of support for the Transit and Intercity Rail Capital Program (TIRCP) grant application, submitted by the City of King for the King City Multimodal Transit Center (MMTC) project.

King City is an underserved community and their MMTC project will help serve those in need and stimulate important economic development and job creation efforts.

- Population: 14,000
- Hispanic Population 87%
- King City % Below Poverty Line: 24%
- National Average % Below Poverty Line: 15%
- King City % Below Poverty Line Who Are Hispanic: 50%
- King City % English Second Language 89%

Advocating and delivering quality public transportation as a leader within our community and industry.

Transit District Members Monterey County • Carmel-by-the-Sea • Del Rey Oaks • Gonzales • Greenfield • King City • Marina • Monterey
Pacific Grove • Salinas • Sand City • Seaside • Soledad **Administrative Offices** 19 Upper Ragsdale Drive, Suite 200 Monterey, CA 93940

PH 1-888-MST-BUS1 (1-888-678-2871) • FAX (831) 899-3954 • WEB mst.org

King City is included in the State's 2018 Rail Plan and identified for the 2022 Short-Term Plan.

- Page 65 - *Additional service in the Coast Route will provide passenger rail access to the state supported rail network, including access to the Fort Hunter Liggett military installation outside of King City.*
- Page 132 - *Early investment in additional local stops on the Coast Route in Soledad and King City, for immediate use by the long-distance Coast Starlight and longer-term use by intercity trains between Goleta and Gilroy.*

Rail service to King City will augment the regional and local bus transit services offered by MST and provide opportunities and equity to an underserved and incomplete corridor and the small rural communities in the region.

Small communities traditionally have not had the opportunity to participate in increasing regional transit access. With the State's commitment of reducing greenhouse gas emissions (GHG) with expanded access to transit finally gives small rural communities like King City the ability to be part of the solution.

A rail station in King City is part of the cities planned Multi Modal Transit Center designed to greatly reduce GHG emissions, give families and individuals better alternatives, provide access to California's transit network, and brings back the historic train stop that originally brought life to the city.

The MMTC project in King City moves forward the State's vision of Complete Corridors and equitable access. The Salinas Rail Extension project and San Luis Obispo County's rail project all work to establish service throughout the corridor connecting communities and moving our region towards a cleaner, greener California. Numerous local agencies along the corridor support full utilization of existing rail infrastructure to complete the corridor.

This station will also provide the U.S. Army Garrison Fort Hunter Liggett (FHL) the ability to transport over 40,000 troops that come for training every year by train. Up to 80,000 one-way trips a year. FHL is designated as the premier western training site for the U.S. Army Reserve, supporting the training needs of Combat Support and Combat Service Support units worldwide. FHL is located twenty-five (25) miles southwest of the City of King and has been an ongoing supporter of the City of King Multimodal Transit

Center (MMTC). FHL is over 1 hour away from the current rail stops, which include Salinas to the north and Paso Robles to the south. The current transportation options at FHL are very limited. The proposed MMTC design includes a secure area for FHL shuttles to pick up and drop off troops, which will help to reduce the cost of transporting

Troops to the base and be consistent with the Base Master Plan's goal to reduce greenhouse gases.

As a gateway city, King City will provide families and individuals from metropolitan centers the ability to access the Nation's newest national park, Pinnacles National Park; explore early California and agricultural history in the Salinas Valley; tour world renowned wineries showcasing the best wine grapes in the world; plus numerous local and regional festivals and events.

A train stop in King City will also stimulate the local economy and is consistent with the City's planned expansion to incorporate housing near transit hubs. It complements the City's airport and the (MST) soon to be built South County operations and maintenance facility. These transit opportunities position the City to become a transit hub for South County. The City is forward thinking and the MMTC is a crucial component of their goal to bring access and equity to underserved communities whose majority of resident's annual income is significantly below the state's average. Public transit is proven to help people access education, jobs, and overall better their quality of life.

The City of King's MMTC is a sustainable approach to reduce greenhouse gases, provide alternative and affordable transportation to a traditionally underserved region, assists in economic development, and work towards the City's and States vision of a cleaner, greener California.

Monterey-Salinas Transit District support King City and their Transit and Intercity Rail Capital Program (TIRCP) grant application.

Sincerely,



Carl G. Sedoryk
CEO, Monterey-Salinas Transit

Cc:
King City Mayor
mlebarre@kingcity.com

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0030
(916) 319-2030
FAX (916) 319-2130

DISTRICT OFFICE
60 WEST MARKET STREET, SUITE 110
SALINAS, CA 93901
(831) 759-8676
FAX (831) 759-2161

Assembly California Legislature



ANNA M. CABALLERO
ASSEMBLYMEMBER, THIRTIETH DISTRICT

COMMITTEES
CHAIR: AGRICULTURE
AGING AND LONG-TERM CARE
BUDGET
INSURANCE
LOCAL GOVERNMENT

SUBCOMMITTEES
BUDGET SUBCOMMITTEE NO. 4 ON
STATE ADMINISTRATION

SELECT COMMITTEES
ECONOMIC DEVELOPMENT AND
INVESTMENT IN RURAL CALIFORNIA

December 20, 2017

Ezequiel Castro
Division Chief, Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
Post Office Box 942874
Sacramento, California 94274-0001

Re: Letter of support for the King City Multimodal Transit Center-Train Station

Dear Mr. Castro:

I am pleased to write this letter in support of the Transit and Intercity Rail Capital Program (TIRCP) grant application submitted by King City for its Multimodal Transit Center (MMTC) project.

King City is a historically underserved community and their MMTC project will help stimulate important economic development and job creation efforts. A rail station in King City is part of its planned MMTC, designed to greatly reduce greenhouse gas emissions, provide families and individuals with access to California's transit alternatives, and bring back the historic train stop that brought life to the city.

The MMTC project in King City moves forward the State's vision of Complete Corridors and equitable access. The Salinas Rail Extension project and San Luis Obispo County's rail project all work to establish service throughout the corridor connecting communities and moving our region towards a cleaner, greener California.

I strongly support King City's TIRCP grant application. Please feel free to contact me at (831) 759-8676, if I can be of any assistance. Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink that reads "Anna M. Caballero".

ANNA M. CABALLERO
Assemblymember, 30th District





January 8, 2018

Ezequiel Castro, Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
Post Office Box 942874
Sacramento, California 94274-0001

RE: SUPPORT FOR CITY OF KING MULTIMODAL TRANSIT CENTER-TRAIN STATION

Dear Mr. Castro:

Our coalition of regional transportation planning agencies along California's coast rail line support the Transit and Intercity Rail Capital Program (TIRCP) grant application, submitted by the City of King for the King City Multimodal Transit Center (MMTC) project. **King City is specifically included in the State's 2018 Rail Plan** and identified for the 2022 Short-Term Plan.

- *Page 65 - Additional service in the Coast Route will provide passenger rail access to the state supported rail network, including access to the Fort Hunter Liggett military installation outside of King City.*
- *Page 132 - Early investment in additional local stops on the Coast Route in Soledad and King City, for immediate use by the long-distance Coast Starlight and longer-term use by intercity trains between Goleta and Gilroy.*

The MMTC project in King City moves forward the State's vision of Complete Corridors and equitable access. The Salinas Rail Extension project and San Luis Obispo County's rail layover project all work to establish service throughout the corridor connecting communities and moving our region towards a cleaner, greener California. Our local agencies along the corridor support full utilization of existing rail infrastructure to complete the corridor.

Amtrak staff and Union Pacific are aware of this project and will cooperate through the official process. We believe King City location meets the Amtrak standard of approximately 1 hour travel time from Salinas to the north, and Paso Robles to the south. The new station will immediately be able to serve *Coast Starlight* passengers, and in the future passengers of state-supported trains (i.e. *Coast Daylight*, or other service).

As a gateway city, King City will provide families and individuals from metropolitan centers the ability to access the Nation's newest national park, Pinnacles National Park; explore early California and agricultural history in the Salinas Valley; tour world renowned wineries showcasing the best wine grapes in the world; plus numerous local and regional festivals and events. Additionally, the volume of potential passengers to/from Fort Hunter Liggett is enormous.

The City of King's MMTC is a sustainable approach to reduce greenhouse gases, provide alternative and affordable transportation to a traditionally underserved region, assists in economic development, and work towards the City's and States vision of a cleaner, greener California.

We strongly support King City and their Transit and Intercity Rail Capital Program (TIRCP) grant application.

Sincerely,

A handwritten signature in blue ink that reads "Dave Potter". The signature is written in a cursive style with a long horizontal stroke at the end.

Dave Potter, Past Supervisor Monterey County
CRCC Chair

For additional information on the CRCC:

<https://www.slocog.org/programs/public-transportation/rail/coast-rail-coordinating-council-crcc>

January 9, 2018

Ezequiel Castro, Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
Post Office Box 942874
Sacramento, California 94274-0001

RE: LETTER OF SUPPORT FOR THE CITY OF KING MULTIMODAL TRANSIT CENTER-TRAIN STATION

Dear Mr. Castro:

Monterey Bay Air Resources District supports the Transit and Intercity Rail Capital Program (TIRCP) grant application, submitted by the City of King for the King City Multimodal Transit Center (MMTC) project. The MMTC project will lower vehicular emissions, increase access to transit, create jobs, and improve air quality in the region.

The MMTC project in King City moves forward the State's vision of Complete Corridors and equitable access by connecting to California's transit network and brings back the historic train stop that originally brought life to the city. The City's project leverages regional partnerships and planning efforts to fully utilize rails transit opportunities. The Salinas Rail Extension project, San Luis Obispo County's rail project, and King City's MMTC all work to establish service throughout the corridor connecting communities and reducing greenhouse gases (GHGs), criteria pollutant (namely particulate matter and oxides of nitrogen) and toxic emissions in California. King City has been included in the State's 2018 Rail Plan and is identified for early investment in the 2022 Short-Term Plan.

- *Page 65 - Additional service in the Coast Route will provide passenger rail access to the state supported rail network, including access to the Fort Hunter Liggett military installation outside of King City.*
- *Page 132 - Early investment in additional local stops on the Coast Route in Soledad and King City, for immediate use by the long-distance Coast Starlight and longer-term use by intercity trains between Goleta and Gilroy.*

The MMTC project will stimulate the local economy and aligns with the City's planned expansion to incorporate housing near transit. It complements the City's airport and Monterey-Salinas Transit's (MST) planned South County operations and maintenance facility based in King City. These transit facilities position the City to become a much needed transit hub for South County.

The MMTC project will also provide the U.S. Army Garrison Fort Hunter Liggett (FHL) the ability to transport by train over 40,000 each year by train. Resulting in a significant reduction in one-way trips. The MMTC includes a secure area for FHL shuttles to pick up and drop off troops which will help to reduce the cost of transporting troops to the base. This will significantly reduce vehicular emissions including GHGs, criteria pollutant and toxic emissions and aligns with the Base's, King City's, and MBARD's goals to reduce greenhouse gases.

Additionally, as a gateway city, King City's MMTC will provide families and individuals from all over the ability to access the Nation's newest national park, Pinnacles National Park, explore early California and agricultural history in the Salinas Valley, tour world renowned wineries, and enjoy numerous local festivals and events. The City of King's MMTC is a sustainable approach to reduce air pollution from on-road vehicles, provide alternative and affordable transportation to a traditionally underserved region, assists in economic development, and work towards the City's, MBARD's, and the State's vision of a cleaner California. MBARD supports King City and their Transit and Intercity Rail Capital Program (TIRCP) grant application.

Sincerely,



Richard A. Stedman
Air Pollution Control Officer
Monterey Bay Air Resources District



January 3, 2018

Ezequiel Castro
Division Chief, Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
P.O. Box 942874
Sacramento, California 94274-0001

Re: Letter of Support for the City of King Multimodal Transit Center Train Station

Dear Mr. Castro:

I am pleased to submit this letter of support for the Transit and Intercity Rail Capital Program (TIRCP) grant application, submitted by the City of King for the King City Multimodal Transit Center (MMTC) project.

Small communities traditionally have not had the opportunity to participate in increasing regional transit access. With the State's commitment of reducing greenhouse gas emissions (GHG) by expanding access to transit finally gives small rural communities, like King City, the ability to be part of the solution. A rail station in King City is part of the planned Multimodal Transit Center designed to reduce GHG emissions, give families and individual's better transportation alternatives, provide access to California's transit network and brings back the historic train stop that originally brought life to the city. Rail service to King City will provide opportunities and equity to an underserved and incomplete corridor for all of the small rural Ag communities in the region. King City is an underserved community and their MMTC project will provide equity, help serve those in need, stimulate economic development and create jobs. Public transit is proven to help people access education, jobs and overall better their quality of life

King City is included in the State's 2018 Rail Plan and identified for the 2022 Short-Term Plan. The MMTC project in King City moves forward the State's vision of Complete Corridors and equitable access. The Salinas Rail Extension project and San Luis Obispo County's rail project all work to establish service throughout the corridor connecting communities and moving our region towards a cleaner, greener California.

This MMTC will also provide the U.S. Army Garrison Fort Hunter Liggett (FHL) the ability to transport over 40,000 troops that come for training every year by train. Up to 80,000 one-way trips a year. FHL is designated as the premier western training site for the U.S. Army Reserve, supporting the training needs of Combat Support and Combat Service Support units worldwide. FHL is located 25 miles southwest of the City of King and has been an ongoing supporter of the City of King Multimodal Transit Center (MMTC). FHL is over one hour away from the current rail stops, which include Salinas to the north and Paso Robles to the south. The current transportation options at FHL are very limited. The proposed MMTC design includes a secure area for FHL shuttles to pick up and drop off troops, which will help to reduce the cost of transporting troops to the base and be consistent with the Base Master Plan's goal to reduce greenhouse gases.

As a gateway city, King City will provide families and individuals from all over the ability to access the Nation's newest national park, Pinnacles National Park; explore early California and agricultural history in the Salinas Valley; tour world renowned wineries showcasing the best wine grapes in the world; plus numerous local and regional festivals and events.

A train stop in King City will also stimulate the local economy and is consistent with the City's planned expansion to incorporate housing near transit hubs. It complements the City's airport and Monterey-Salinas Transit's (MST) soon to be built South County operations and maintenance facility. These transit opportunities position the City to become a transit hub for South County. The City is forward thinking and the MMTC is a crucial component of their goal to bring access and equity to underserved communities whose majority of resident's annual income is significantly below the state's average.

The City of King's MMTC is a sustainable approach to reduce greenhouse gases, provide alternative and affordable transportation to a traditionally underserved region, assists in economic development, and work towards the City's and State's vision of a cleaner, greener California.

Sincerely,



Maura F. Twomey
Executive Director

cc: Mike LeBarre, City of King
Doreen Liberto-Blanck, City of King

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
Post Office Box 942874
Sacramento, California 94274-0001

**RE: LETTER OF SUPPORT FOR THE CITY OF KING MULTIMODAL TRANSIT
CENTER-TRAIN STATION**

Dear Mr. Castro:

I love riding the train and believe that King City is the perfect location for a new Multi Modal Transit Center. I support their grant application and know that it will provide a tremendous benefit for King City and the region.

A Multi Modal Transit Center in King City will reduce greenhouse gases, provide families and individuals from an underserved area access to alternative transportation options, help our economy, and work towards a cleaner California. Expanding access to transit will give small agricultural communities like ours more opportunities.

A Multi Modal Transit Center will connect us to California's transit network, bring back our historic train stop, and give people from all over access by train to the Nation's newest national park, Pinnacles National Park.

This is very important for our city and South County. I hope that you approve King City's Transit and Intercity Rail Capital Program (TIRCP) grant application.

Sincerely,

A handwritten signature in black ink, appearing to read "E. Castro", enclosed within a large, loopy oval scribble. A long horizontal line extends from the right side of the scribble across the page.

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
Post Office Box 942874
Sacramento, California 94274-0001

**RE: LETTER OF SUPPORT FOR THE CITY OF KING MULTIMODAL TRANSIT
CENTER-TRAIN STATION**

Dear Mr. Castro:

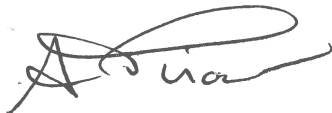
I love riding the train and believe that King City is the perfect location for a new Multi Modal Transit Center. I support their grant application and know that it will provide a tremendous benefit for King City and the region.

A Multi Modal Transit Center in King City will reduce greenhouse gases, provide families and individuals from an underserved area access to alternative transportation options, help our economy, and work towards a cleaner California. Expanding access to transit will give small agricultural communities like ours more opportunities.

A Multi Modal Transit Center will connect us to California's transit network, bring back our historic train stop, and give people from all over access by train to the Nation's newest national park, Pinnacles National Park.

This is very important for our city and South County. I hope that you approve King City's Transit and Intercity Rail Capital Program (TIRCP) grant application.

Sincerely,

A handwritten signature in black ink, appearing to read "E. Castro", with a large, sweeping flourish above the name.

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
Post Office Box 942874
Sacramento, California 94274-0001

**RE: LETTER OF SUPPORT FOR THE CITY OF KING MULTIMODAL TRANSIT
CENTER-TRAIN STATION**

Dear Mr. Castro:

I love riding the train and believe that King City is the perfect location for a new Multi Modal Transit Center. I support their grant application and know that it will provide a tremendous benefit for King City and the region.

A Multi Modal Transit Center in King City will reduce greenhouse gases, provide families and individuals from an underserved area access to alternative transportation options, help our economy, and work towards a cleaner California. Expanding access to transit will give small agricultural communities like ours more opportunities.

A Multi Modal Transit Center will connect us to California's transit network, bring back our historic train stop, and give people from all over access by train to the Nation's newest national park, Pinnacles National Park.

This is very important for our city and South County. I hope that you approve King City's Transit and Intercity Rail Capital Program (TIRCP) grant application.

Sincerely,



Jim Alvarado

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
Post Office Box 942874
Sacramento, California 94274-0001

**RE: LETTER OF SUPPORT FOR THE CITY OF KING MULTIMODAL TRANSIT
CENTER-TRAIN STATION**

Dear Mr. Castro:

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This is very important for our city and South County. I hope that you approve King City's Transit and Intercity Rail Capital Program (TIRCP) grant application.

Sincerely,

A handwritten signature in black ink that reads "Pete D Anderson". The signature is fluid and cursive.

PETE ANDERSON, ESQ

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
Post Office Box 942874
Sacramento, California 94274-0001

**RE: LETTER OF SUPPORT FOR THE CITY OF KING MULTIMODAL TRANSIT
CENTER-TRAIN STATION**

Dear Mr. Castro:

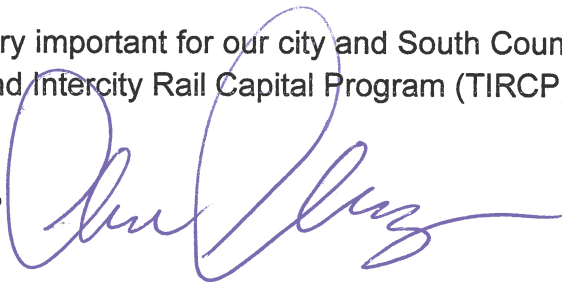
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Sincerely,

A handwritten signature in blue ink, appearing to read "Andrea Aviles". The signature is fluid and cursive, with a large initial "A" and "A".

Andrea Aviles

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
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Sincerely,

Paul Beckett
Paul Beckett

MANY OF MY VACATIONS INVOLVE TRAIN TRAVEL

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
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Sincerely,



Stephany BENGARD

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
Post Office Box 942874
Sacramento, California 94274-0001

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Sincerely,

A handwritten signature in black ink that reads "Wes Bengard". The signature is written in a cursive style with a long horizontal line extending to the right.

WES BENGARD

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
Post Office Box 942874
Sacramento, California 94274-0001

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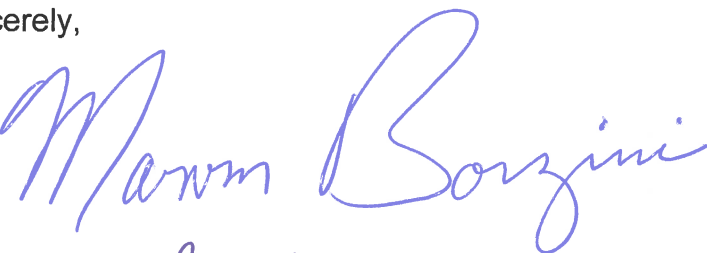
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Sincerely,


Marvin Borzini

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
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Sincerely,

 Roger Borzini
Beaudi Borzini Brandi Borzini

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
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Sincerely,

Susan M. Chubbis
CEO
Wheeler Memorial Hospital

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
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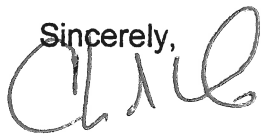
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Sincerely,



CHRIS C. DAVIS

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
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Sacramento, California 94274-0001

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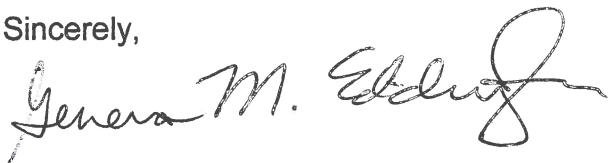
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Sincerely,



Geneva Eddington

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
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Sincerely,



DR. FATEH ENTABI

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
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Sincerely,

Tony Escobar

Tony Escobar

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
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Sincerely,



JOE GREBMIER

January 2, 2018

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Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
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A handwritten signature in black ink that reads "Randy Handley". The signature is written in a cursive, flowing style.

RANDY HANDLEY

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
Post Office Box 942874
Sacramento, California 94274-0001

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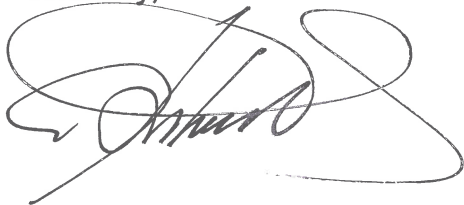
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Sincerely,

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Abe Hernandez

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
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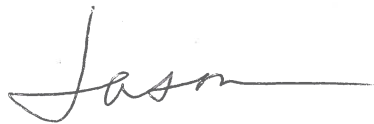
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Sincerely,



Jason Hernandez

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
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Sincerely,

Paul Hernandez
Paul Hernandez

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
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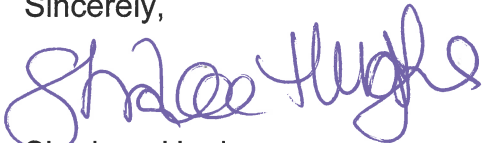
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Sincerely,



Sharlene Hughes
Chairman KC Recreation Commission
King City Community Member

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
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Sincerely,



Terry Hughes
Former King City Mayor and Councilman
King City Community Member

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
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Sincerely,

Sylvia M. Hull Sylvia M. HULL

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
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Sincerely,

Ricky Humphreys
Ricky Humphreys

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
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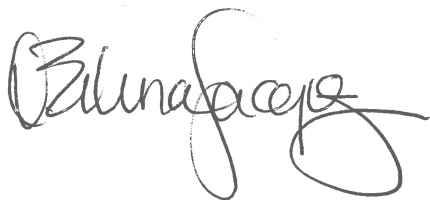
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Sincerely,



Erlina Jacquez

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
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ERIN KING

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
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Sincerely,

Suzanne Krause

831-206-9015

SUZANNE J KRAUSE @ gmail . com

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
Post Office Box 942874
Sacramento, California 94274-0001

**RE: LETTER OF SUPPORT FOR THE CITY OF KING MULTIMODAL TRANSIT
CENTER-TRAIN STATION**

Dear Mr. Castro:

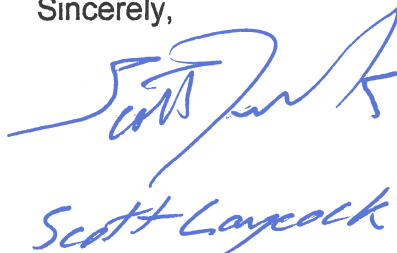
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This is very important for our city and South County. I hope that you approve King City's Transit and Intercity Rail Capital Program (TIRCP) grant application.

Sincerely,



Scott Laycock

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
Post Office Box 942874
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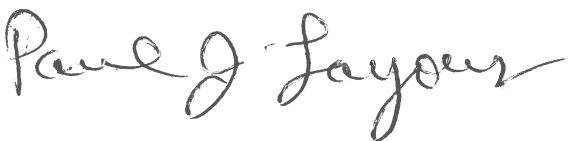
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Sincerely,



PAUL J. LAJOS

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
Post Office Box 942874
Sacramento, California 94274-0001

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Sincerely,

A handwritten signature in black ink, appearing to read "Byron Lynn", with a long horizontal flourish extending to the right.

BYRON LYNN

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
Post Office Box 942874
Sacramento, California 94274-0001

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Sincerely,

Savanna N. Martinez
Savanna N. Martinez

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
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Sincerely,


Salina M. MARTINEZ

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
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Sincerely,


Janene Norum

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
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Sincerely,


Anne Olson

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
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Sacramento, California 94274-0001

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Sincerely,


Nancy Petersen

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
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Sincerely,



JESSICA POTTS

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
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Sacramento, California 94274-0001

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Sincerely,

A handwritten signature in black ink that reads "Laura Rancho". The signature is fluid and cursive, with a long horizontal stroke at the end.

Laura

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
Post Office Box 942874
Sacramento, California 94274-0001

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Sincerely,



Steve Rianda

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
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Sacramento, California 94274-0001

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Sincerely,



Juanita M. Sanchez

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
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Sincerely,

01-10-18

To whom it may concern,

My name is Robert Tamez, I am writing this letter in regards to the Train Stop in "King City". The train stop would benefit King City residence and the neighboring cities. Many people in our area need reliable means of transportation. I have lived in King City for 45 years and have been an ex-city council member, 14 years of service. In the early 70's the train did stop, it was a great asset to the community.

I would greatly support the train to stop and provide transportation services to our community once again!

Sincerely,

A handwritten signature in blue ink that reads "Robert Tamez". The signature is written in a cursive style with a long horizontal line extending to the right.

Robert Tamez
263 Rio Vista Dr.
King City, Ca. 93930

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
Post Office Box 942874
Sacramento, California 94274-0001

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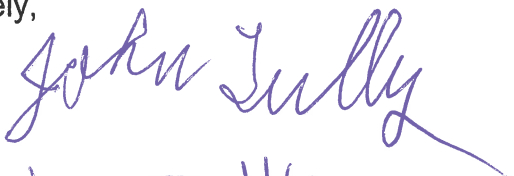
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Sincerely,


John Tully

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
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Sacramento, California 94274-0001

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Sincerely,


Maria Delia Valenzuela.

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
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Sacramento, California 94274-0001

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Sincerely,

Richard D. Zeckentmayer / Richard Zeckentmayer
20 year member (Past) of Monterey County
Transportation Commission, & subsequently
TAMC. Past Mayor of King City.

Mary Lou Zeckentmayer
Mary Lou Zeckentmayer

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
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Sincerely,

Patricia Jenkins
Patricia Jenkins

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
Post Office Box 942874
Sacramento, California 94274-0001

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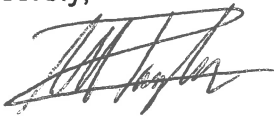
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Sincerely,



Scott Taylor
239 Beverly Ct
King City, CA

93930

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
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Sincerely,



Sydney Taylor
117 S. Third St.
KC, CA

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
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Sincerely,

Lynda Bailey
Lynda Bailey

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
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Sincerely,



Cheryl Harrison
238 Beverly Ct
King City, Ca 93930

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
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Sincerely,

Donald Bumbalough
216 Grove Place
King City, Ca. 93930

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
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Sincerely,

Craig Grim
217 Grove Place
King City, CA 93930
Craig Grim

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
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Sincerely,

Janice M. Grimi

Janice M. Grimi

217 Grove Place

King City, California, 93930

January 2, 2018

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Division Chief
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A Multi Modal Transit Center in King City will reduce greenhouse gases, provide families and individuals from an underserved area access to alternative transportation options, help our economy, and work towards a cleaner California. Expanding access to transit will give small agricultural communities like ours more opportunities.

A Multi Modal Transit Center will connect us to California's transit network, bring back our historic train stop, and give people from all over access by train to the Nation's newest national park, Pinnacles National Park.

This is very important for our city and South County. I hope that you approve King City's Transit and Intercity Rail Capital Program (TIRCP) grant application.

Sincerely,

Charles T. Grimm

CHARLES T. GRIMM

217 GROVE PLACE
KING CITY, CA 93930

January 2, 2018

Ezequiel Castro
Division Chief
Transit & Intercity Rail Capital Program
California Department of Transportation
Division of Mass Transportation, MS-A39
Post Office Box 942874
Sacramento, California 94274-0001

**RE: LETTER OF SUPPORT FOR THE CITY OF KING MULTIMODAL TRANSIT
CENTER-TRAIN STATION**

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Marilee Kline
Marilee Kline
237 Beverly Ct
King City, Ca 93930

January 2, 2018

Ezequiel Castro
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PAULETTE BUMBALOUGH
216 GROVE PL
KING CITY CA 93930