Transportation Workshop

FORA Staff
9/8/17
Overview

- History/Background
- Policy Context
- CEQA Mitigations
- Projects Status
- 2018 TAMC Regional Impact Fee Study
- Future Considerations

9-8-17
• **Pre-closure network**
  • Orthogonal grid
  • Internally focused routes to serve training
  • Built to military needs (non-civilian use)
  • External access barriers limiting connectivity
Regional Roads (~1991)

- **No Public Access**
- **Traffic flowed around Fort Ord**
  - Hwy 1
  - Reservation Rd
  - Blanco Rd
  - Hwy 68
Reuse Objectives

- Meet BRP mitigation requirements
- Support regional economic recovery
- Establish network to municipal standards
- Increase connectivity
- Provide regional transportation benefits
- Acceptable Levels of Service (LOS)
Major Policy Timeline

- **1994-96**: Fort Ord planning process incorporates Peninsula-Salinas traffic
- **1997**: Base Reuse Plan (BRP) & EIR (included mitigations)
- **1997**: Fort Ord Transportation Study
- **2005**: TAMC FORA Fee Reallocation Study
- **2012**: BRP Reassessment
- **2017**: TAMC FORA Fee Reallocation Study
Build-out Transportation Network

- **70K population**
- **East-west connections**
  - Imjin Parkway
  - Reservation Rd
  - Blanco Rd
  - Intergarrison Rd
  - Hwy 68 Bypass
- **North-south connections**
  - Hwy 1
  - 2nd Ave
  - GJM Blvd
  - Eastside Road
  - Fort Ord Expressway
1997 Fort Ord Transportation Study

- **37K population**
- **Key changes:**
  - South Boundary Rd
  - Gigling – Intergarrison Connector
  - Monterey Rd
  - Coe Ave
  - Hwy 1 Modifications
  - Fort Ord Expressway
2005 FORA Fee Reallocation Study

- Integrated system refinements
- FORA-TAMC coordination
- Key changes:
  - S Boundary Rd
  - Hwy 68 bypass
  - Eastside Rd conceptual alignment
2017 FORA Fee Reallocation Study

Key changes:
- Del Monte Blvd Ext
- Hwy 1 definition
Environmental Review Process

- California Environmental Quality Act (CEQA)
  - A high-quality environment now and in the future
- CEQA Functions:
  - Facilitate interagency coordination
  - Increase public participation
  - Inform decision makers about significant environmental effects
  - Identify ways environmental damage may be avoided or reduced (mitigated)
  - Mitigate environmental damage
  - Disclose to the public why a project is approved even if it leads to environmental damage
1997 BRP CEQA Mitigations

- **1997 Base Reuse Plan**
  - 1997 Fort Ord Transportation Study obligations adopted as development mitigations
  - FORA will coordinate with TAMC to monitor current and projected traffic service levels
  - Resource-constrained plan

- **1997 Fort Ord Transportation Study**
  - TAMC refined BRP transportation network
  - Assigned trips to **On-Site, Off-Site, & Regional** roads
  - Projected percentage share and assigned dollar amount
• **Mello-Roos Community Facilities District (CFD)**
  - California State Law (Govt § 53311, et seq)
  - Established geographic area where a special property tax (parcel tax) is imposed on taxable real property by counties, cities, special districts, JPA’s, and school districts
  - Means of obtaining additional public funding
  - Pays for public works and public services
Transportation Funding

- **EDA Grants**
  - $72 million in roadway improvements

- **State Grants**
  - Defense Adjustment Matching Grants

- **FORA Financing**

- **FORA Community Facilities District Special Tax**
  - $22 million collected for transportation/transit

- **Land Sales**
  - Funds transportation and other CIP programs after building removal
Fund Movement

Capital Improvement Projects
- Habitat Conservation
- Water Augmentation
- Transportation/Transit

Community Facility District - Special Tax

Land Sales + Property Tax

Building Removal

9-8-17
Project Prioritization

1. Administrative Committee:
   - Confirms development forecasts
   - Applies ranking criteria to transportation mitigations
   - Recommends transportation funding priorities

2. FORA Board:
   - Sets transportation funding priorities through annual CIP approval
Board Approves:

- Design contracts
- NEPA/CEQA documents
- Construction contracts
- Project change orders
## Completed On-site Projects

<table>
<thead>
<tr>
<th>Project</th>
<th>Jurisdiction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Imjin Parkway</td>
<td>Marina</td>
</tr>
<tr>
<td>2nd Ave</td>
<td>Marina</td>
</tr>
<tr>
<td>California Ave</td>
<td>Marina</td>
</tr>
<tr>
<td>University and Research Drives</td>
<td>Marina</td>
</tr>
<tr>
<td>Reservation Road bicycle lanes</td>
<td>Marina</td>
</tr>
<tr>
<td>Blanco Road</td>
<td>County</td>
</tr>
<tr>
<td>GJ MB phases I through VI</td>
<td>Seaside</td>
</tr>
<tr>
<td>Rancho Saucito Rd</td>
<td>Monterey</td>
</tr>
<tr>
<td>GJ MB and Hwy 218 intersection</td>
<td>Del Rey Oaks</td>
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9-8-17
# On-Site Project Status

<table>
<thead>
<tr>
<th>Priority</th>
<th>Proj#</th>
<th>Description/Location</th>
<th>BRP</th>
<th>LEAD AGENCY</th>
<th>Program Status</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>CEQA</td>
<td>NEPA</td>
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<tr>
<td>1</td>
<td>FO13B</td>
<td>Eastside Parkway/ County</td>
<td>On-Site</td>
<td>FORA</td>
<td>0%</td>
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<tr>
<td>2</td>
<td>FO14</td>
<td>South Boundary Road Upgrade/ DRO</td>
<td>On-Site</td>
<td>FORA</td>
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<tr>
<td>5</td>
<td>FO12</td>
<td>Eucalyptus Road/ County</td>
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<td>FORA</td>
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<td>7</td>
<td>FO7</td>
<td>Gigling/ Seaside-County</td>
<td>On-Site</td>
<td>FORA</td>
<td>100%</td>
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<tr>
<td>8</td>
<td>FO6</td>
<td>Intergarrison/ County</td>
<td>On-Site</td>
<td>FORA</td>
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<tr>
<td>14</td>
<td>FO9C</td>
<td>GJM Blvd/ DRO</td>
<td>On-Site</td>
<td>FORA</td>
<td>100%</td>
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<tr>
<td>11</td>
<td>FO5</td>
<td>8th Street/ Marina</td>
<td>On-Site</td>
<td>Marina</td>
<td>35%</td>
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<tr>
<td>19</td>
<td>FO11</td>
<td>Salinas Ave/ Marina</td>
<td>On-Site</td>
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<tr>
<td>20</td>
<td>FO2</td>
<td>Abrams/ Marina</td>
<td>On-Site</td>
<td>Marina</td>
<td>10%</td>
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</table>

9-8-17
## Roadway Info

<table>
<thead>
<tr>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>CEQA</td>
<td>NEPA</td>
</tr>
<tr>
<td>6</td>
<td>8</td>
<td>Crescent Ave extend to Abrams/ Marina</td>
<td>Off-Site</td>
<td>Marina</td>
<td>100%</td>
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<tr>
<td>9</td>
<td>10</td>
<td>Del Monte Blvd Extension/ Marina</td>
<td>Off-Site</td>
<td>Marina</td>
<td>10%</td>
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<tr>
<td>3</td>
<td>2B</td>
<td>Davis Rd south of Blanco/ County</td>
<td>Off-Site</td>
<td>MoCo</td>
<td>100%</td>
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<tr>
<td>15</td>
<td>4E</td>
<td>Widen Reservation, WG to Davis/ County</td>
<td>Off-Site</td>
<td>MoCo</td>
<td>0%</td>
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<tr>
<td>16</td>
<td>4D</td>
<td>Widen Reservation-4 lanes to WG/ County</td>
<td>Off-Site</td>
<td>MoCo</td>
<td>0%</td>
</tr>
<tr>
<td>17</td>
<td>1</td>
<td>Davis Rd north of Blanco/ County</td>
<td>Off-Site</td>
<td>MoCo</td>
<td>0%</td>
</tr>
</tbody>
</table>
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<th>Program Status</th>
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<tbody>
<tr>
<td>10</td>
<td>R3a</td>
<td>Hwy 1-Del Monte-Fremont-MBL/ Monterey-Seaside-Sand City</td>
<td>Regional</td>
<td></td>
<td>Cal Trans</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>CEQA 0%</td>
<td>75% 75% 0%</td>
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<tr>
<td>12</td>
<td>R11</td>
<td>Hwy 156-Freeway Upgrade/ County</td>
<td>Regional</td>
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<tr>
<td>18</td>
<td>R10</td>
<td>Hwy 1-Monterey Rd. Interchange/ Seaside</td>
<td>Regional</td>
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</table>
FORA TRANSITION PLANNING
TRANSPORTATION AGENCY ROLE & PROJECT FUNDING
Transportation Agency for Monterey County
Who is TAMC?

Regional Transportation Planning Agency

Board of Directors:

- 12 City elected officials
- 5 County Supervisors
- 5 ex-officio
Regional Travel

Travel Patterns:
- Farm to Market
- Visitors
- Commuters
- Students and Faculty

All Modes:
- Highways, roads
- Bus and rail transit
- Bicycle/Pedestrian
Coordination with FORA

TAMC oversees:

- Regional corridor planning
- FORA Fee Study & mitigations
- Comprehensive transportation funding
## How Projects are Funded

<table>
<thead>
<tr>
<th></th>
<th>FORA (Share)</th>
<th>FORA (Paid)</th>
<th>TAMC Regional Fee</th>
<th>TAMC State Funding</th>
<th>TAMC Local (RSTP)</th>
<th>TAMC Measure X</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway 1</td>
<td>$17.2 M</td>
<td>$0</td>
<td>$2.7 M</td>
<td>-</td>
<td>-</td>
<td>$15.0 M</td>
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<tr>
<td>Highway 156</td>
<td>$16.9 M</td>
<td>$0</td>
<td>$7.8 M</td>
<td>$21.4 M</td>
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<td>$30.0 M</td>
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<tr>
<td>Highway 68</td>
<td>$0.3 M</td>
<td>$0.3 M</td>
<td>$4.2 M</td>
<td>$1.7 M</td>
<td>$1.23 M</td>
<td>$50.0 M</td>
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<tr>
<td>Marina – Salinas</td>
<td>$27.8 M</td>
<td>$1.0 M</td>
<td>$20.3 M</td>
<td>$1.65 M</td>
<td>$0.7 M</td>
<td>$20.0 M</td>
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<tr>
<td><strong>Totals</strong></td>
<td><strong>$62.2 M</strong></td>
<td><strong>$1.3 M</strong></td>
<td><strong>$34.8 M</strong></td>
<td><strong>$24.8 M</strong></td>
<td><strong>$1.93 M</strong></td>
<td><strong>$91 M</strong></td>
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</table>
## Highway 156 Example

### State Transportation Improvement Program
- $22.4 M

### Measure X
- $30.0 M

### State Matching Funds
- $81.2 M

### Toll Revenues
- $214.4 M

### FORA Fees
- $17.0 M
Regional Development Impact Fee

Mitigates CEQA Cumulative Impacts

Applies to Development Based on New Vehicle Trips

Coordinates with Local Impact Fees

Joint Powers Authority
Regional Development Impact Fee

Nexus Study:

- Road Network Deficiencies
- Zone Structure
- FORA Exempt
Regional Development Impact Fee

Differences from the FORA Fee?

- Nexus vs. Mello Roos
- Local & Regional
- No Capped Obligations
Integration of FORA Impacts & Funding

2018 Regional Fee Update

Potential FORA Sunset and Transition

Incorporate FORA Zone

9-8-17
## Timeline

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>FORA Transition Task Force Direction</td>
<td>August 2017</td>
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<tr>
<td>2018 Regional Fee - Kick Off</td>
<td>August 23, 2017</td>
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<tr>
<td>FORA Board Recommendation</td>
<td>December 8, 2017</td>
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<tr>
<td>2018 Regional Fee Completed</td>
<td>August 22, 2018</td>
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<tr>
<td>FORA Staff Transition Plan</td>
<td>October 2018</td>
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<tr>
<td>FORA Board Adopts Transition Plan</td>
<td>December 2018</td>
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</table>
Future Considerations

- Post 2020 Considerations
- Leveraging Transportation Investments
- Transportation Workplan
Post 2020 Considerations

- Successful completion of FORA Program
  - Regional, Off-site, and On-Site projects
- Single-Entity (JPA) or Multi-Agency
  - Transition Taskforce Board Recommendation
- Nexus-based or Special Tax-based fee structure
  - Funding Flexibility: Nexus share or special tax 100% funding for on-site projects
  - Economic Development incentives: job generation weighting and traffic model weighting
  - Fair and equitable: Entitled projects vs. future projects
• **Del Monte Blvd. Extension**
  - Transportation project
  - Building Removal
    - Funding opportunities

• **Explore financing options**
  - Tax/Revenue Bonds
  - Enhanced Infrastructure Financing District (EIFD)
  - Community Revitalization and Investment Authority (CRIA)

• **Davis Road South of Blanco**
  - CalTrans Grant
  - FORA reimbursements = Local Match
Transportation Workplan

- **Eastside Parkway CEQA**
  - Set Goals and Objectives to guide process
  - Notice of Preparation (NOP) and Scoping Meetings
  - Public Review Draft EIR
  - Public participation

- **Gigling & South Boundary**
  - Design, Planning, and Engineering Services contract

- **Annual CIP prioritization and approval**