Capital Improvement Program (CIP)-Transition Plan Special Workshop

May 8, 2019 FORA Board Presentation

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Principal Planner &

Kendall Flint,
Director of Communications and
Strategic Planning
Regional Government Services
Overview

- FORA CIP Background
- Draft 2019-2020 CIP Policy Decisions
- Future of the CIP
- Transition Plan Status
- Side-by-Side CIP/Transition Plan
FORA’s first CIP

- Identified backbone infrastructure elements of base-wide service significance
- Infrastructure sized for two time horizons
  - Development through 2015 (resource constrained)
  - Ultimate buildout
- Financing for Fort Ord transportation system depended on development-related financing: impact fees or Community Facilities District
“Increased Travel Demand on Regional Transportation System”

Fort Ord development combined with regional traffic growth would result in worsening of deficient roadway segments (LOS E or F) and degradation of additional roadways to deficient levels.
Establish a Development and Resource Management Plan (DRMP) – mitigation identified in the BRP Final Environmental Impact Report (FEIR) (pg. 4-112)

The DRMP includes a “Fair Share Financing Program” (BRP Vol 1, pg. 195)

- **FORA shall fund** its “Fair Share” of “on-site,” “off-site,” and “regional” roadway and transit capital improvements based on the TAMC regional transportation model.
- The complete roadway network is mitigation for base reuse.
- FORA annually updates its CIP to plan proposed roadway and transit capital improvements.
DRMP requires FORA to coordinate with TAMC to monitor current and projected Levels of Service (LOS) on “on-site,” “off-site,” and “regional” roadways (BRP Vol 1, pg. 196)

TAMC completed three transportation studies in coordination with FORA:

• 1997 Fort Ord Transportation Study
• 2005 FORA Fee Reallocation Study
• 2017 FORA Fee Reallocation Study
1. Maintain a CIP

*FORA shall annually update the CIP to reflect the proposed capital projects. The extension of infrastructure shall be made on a first-come-first-served basis consistent with funding capabilities and best engineering practices. (BRP Vol. 1, pg 202)*

2. FORA Board review prior to Fiscal Year (FY) adoption

- May – Consider Adoption, Provide Staff Direction on changes
- June – Consider Adoption
Capital Improvement Program

- The Capital Improvement Program (CIP) outlines improvements in the following categories:
  - Transportation/Transit
  - Water Augmentation
  - Storm Drainage System
  - Habitat Management
  - Fire-Fighting Enhancement
  - Water & Wastewater Collection
  - Building Removal

- The CIP is updated annually to ensure effectiveness, maintain pace with inflation, and align project timing/funding with planning/mitigation.
Regional Transportation Projects:

- **Hwy 1** (*Seaside and Sand City*)
- **Hwy 1** (*Monterey Rd Interchange*)
- **Hwy 156** (*Hwy 1 to Hwy 101*)
Off-Site Transportation Projects:

- **Davis Rd.** *(north and south of Blanco Rd in Salinas)*

- **Reservation Rd.** *(East Garrison to Davis Rd in County)*

- **Del Monte Blvd. Extension** *(Imjin to Del Monte Blvd. in Marina)*
On-Site Transportation Projects:

- **Abrams Dr.** *(2nd Ave to Crescent Court, Marina)*
- **8th St.** *(2nd Ave to Inter-Garrison Rd, Marina)*
- **Salinas Ave.** *(Abrams Dr to Reservation Rd, Marina)*
- **General Jim Moore Blvd. Intersection at South Boundary Rd.** *(Del Rey Oaks)*
- **South Boundary Rd. Upgrade** *(Del Rey Oaks/Monterey)*
- **NE-SW Connector** *(County)*
- **Gigling Rd.** *(Seaside)*
Transit Projects:

• Transit Vehicle Purchase/Replacement

• Intermodal Centers
Augmentation Projects:

• RUWAP Pipeline

• RUWAP Other
Program:

- HCP preparation
- HCP endowments
  - Cooperative Endowment
  - UC Fort Ord Natural Reserve Endowment
Future of CIP

- If SB 189 passes, FORA 2022
- Dissolution

- If no legislation, FORA 2020
- Dissolution
Transition Plan Background

- Authority Act
- Transition Planning
- 2019 Transition Plan
Path to Implementation

Draft Implementing Agreements

Final Leg Impact

Final Agreements to Agencies

Local Agencies Approve Agreements

Final Board Approval

SUCCESSION BOARD

FORA ENDS

MAY  JUN  JULY  FALL  WINTER  JUN 2020  JUN 2022
Potential FORA Off-Ramps

Current Sunset for FORA

June 30, 2020

SB 189

June 30, 2022
Implementing Agreements
Post FORA

FORA Successor Board

TRANSPORTATION

HABITAT CONSERVATION PLAN

WATER AUGMENTATION

ARMY CLEANUP/ESCA

Regional Agencies

REGIONAL TRANSPORTATION

HABITAT CONSERVATION PLAN

WATER AUGMENTATION

ARMY CLEANUP/ESCA
Admin supports local agencies taking responsibility for local road projects provided these are in the 2019-2020 CIP:

- South Boundary Road (Project # FO14),
- GJM Boulevard /SBR Intersection (Project # F09C)
- Environmental Impact Report for NE-SW Connector (FO13B).

All other local projects will be included in the transition agreements between FORA and the Cities of Marina, Seaside, Monterey and the County.
### Local Roads

Projects FO7, FO13B, FO12, and FO6 are linked improvements and included in the pending Transition Plan Transportation Study, if the Board authorizes completion of the study with their 2nd vote.

<table>
<thead>
<tr>
<th>Proj#</th>
<th>Description</th>
<th>Lead</th>
</tr>
</thead>
<tbody>
<tr>
<td>FO14</td>
<td>South Boundary Road (SBR) Upgrade</td>
<td>On-Site FORA</td>
</tr>
<tr>
<td>FO9C</td>
<td>GJM Boulevard / SBR Intersection</td>
<td>On-Site FORA</td>
</tr>
<tr>
<td>FO7</td>
<td>Gigling*</td>
<td>On-Site FORA</td>
</tr>
<tr>
<td>FO5</td>
<td>8th Street</td>
<td>On-Site Marina</td>
</tr>
<tr>
<td>FO13B</td>
<td>NE-SW Connector (formerly ESP)*</td>
<td>On-Site FORA</td>
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<tr>
<td>FO11</td>
<td>Salinas Ave.</td>
<td>On-Site Marina</td>
</tr>
<tr>
<td>FO12</td>
<td>Eucalyptus Road*</td>
<td>On-Site FORA</td>
</tr>
<tr>
<td>FO2</td>
<td>Abrams</td>
<td>On-Site Marina</td>
</tr>
<tr>
<td>FO6</td>
<td>Intergarrison*</td>
<td>On-Site FORA</td>
</tr>
</tbody>
</table>
FORA Off-Site Roads = TAMC Regional Roads

<table>
<thead>
<tr>
<th>Proj#</th>
<th>Description</th>
<th>Lead</th>
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<tbody>
<tr>
<td>2B</td>
<td>Davis Rd south of Blanco</td>
<td>Off-Site MoCo</td>
</tr>
<tr>
<td>10</td>
<td>Del Monte Blvd Extension</td>
<td>Off-Site Marina</td>
</tr>
<tr>
<td>4D</td>
<td>Widen Reservation-4 lanes to WG</td>
<td>Off-Site MoCo</td>
</tr>
<tr>
<td>4E</td>
<td>Widen Reservation, WG to Davis</td>
<td>Off-Site MoCo</td>
</tr>
<tr>
<td>1</td>
<td>Davis Rd north of Blanco</td>
<td>Off-Site MoCo</td>
</tr>
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</table>
Regional Projects

<table>
<thead>
<tr>
<th>Project</th>
<th>Type</th>
<th>Authority</th>
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</thead>
<tbody>
<tr>
<td>Hwy 1-Monterey Rd. Interchange</td>
<td>Regional</td>
<td>TAMC</td>
</tr>
<tr>
<td>Hwy 156-Freeway Upgrade</td>
<td>Regional</td>
<td>TAMC</td>
</tr>
<tr>
<td>Hwy 1-Del Monte-Fremont-MBL</td>
<td>Regional</td>
<td>TAMC</td>
</tr>
<tr>
<td>Transit Vehicle Purchase/Intermodal Centers</td>
<td>Transit</td>
<td>MST</td>
</tr>
</tbody>
</table>
A. Transition to TAMC
   June 30, 2020

B. Transition to TAMC
   June 30, 2022

C. Transition to Local Agencies
Marina Coast Water District has indicated it would take over all responsibilities as it pertains to water.

Implementing agreements are in DRAFT form and have been made available to agencies for review.
## Water

### Potable Allocations

<table>
<thead>
<tr>
<th>Land Use Jurisdiction</th>
<th>Acre-Feet per Year (AFY)</th>
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</thead>
<tbody>
<tr>
<td>U.S. Army</td>
<td>1,577.0</td>
</tr>
<tr>
<td>Marina (Ord Community)</td>
<td>1,325.0</td>
</tr>
<tr>
<td>CSUMB</td>
<td>1,035.0</td>
</tr>
<tr>
<td>City of Seaside</td>
<td>1,012.0</td>
</tr>
<tr>
<td>County of Monterey</td>
<td>720.0</td>
</tr>
<tr>
<td>Assumed Line Loss</td>
<td>348.5</td>
</tr>
<tr>
<td>Del Rey Oaks</td>
<td>242.5</td>
</tr>
<tr>
<td>UCMBEST</td>
<td>230.0</td>
</tr>
<tr>
<td>City of Monterey</td>
<td>65.0</td>
</tr>
<tr>
<td>State Parks and Rec.</td>
<td>45.0</td>
</tr>
<tr>
<td><strong>TOTAL (excl. Army)</strong></td>
<td><strong>5,023.0</strong></td>
</tr>
<tr>
<td><strong>TOTAL ALL</strong></td>
<td><strong>6,600.0</strong></td>
</tr>
</tbody>
</table>

### Recycled Allocations

<table>
<thead>
<tr>
<th>Land Use Jurisdiction</th>
<th>Acre-Feet per Year (AFY)</th>
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</thead>
<tbody>
<tr>
<td>City of Seaside</td>
<td>453.0</td>
</tr>
<tr>
<td>Marina (Ord Community)</td>
<td>345.0</td>
</tr>
<tr>
<td>Del Rey Oaks</td>
<td>280.0</td>
</tr>
<tr>
<td>County of Monterey</td>
<td>134.0</td>
</tr>
<tr>
<td>CSUMB</td>
<td>87.0</td>
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<tr>
<td>Assumed Line Loss</td>
<td>68.0</td>
</tr>
<tr>
<td>UCMBEST</td>
<td>60.0</td>
</tr>
<tr>
<td>U.S. Army</td>
<td>0.0</td>
</tr>
<tr>
<td>City of Monterey</td>
<td>0.0</td>
</tr>
<tr>
<td>State Parks and Rec.</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>TOTAL ALL</strong></td>
<td><strong>1,427.0</strong></td>
</tr>
</tbody>
</table>
Required through 2028 by the Base Reuse Plan.

Currently implemented by 2.25 FORA staff members and three outside contracting firms.
Funded through ARMY reimbursements.

Must be ONE agency for all jurisdictions.

Seaside has agreed to take this role.

When should this transition take place?
Requires a 13 member Joint Powers Authority (JPA).

The JPA must establish a mechanism to issue permits:

- JPA Staff
- Contractors
- County Staff
- Other
Funding considerations:

- Funding through CFD revenue through 2020 or 2022.
- $16M Currently funded.
- Some funding from land sales.
- What percentage of tax increment would be used to repay Building Removal Bond?
- Funding through local agencies?
FORA Functions

Currently Funded thru FORA

- REGIONAL TRANSPORTATION
- HABITAT CONSERVATION PLAN
- WATER AUGMENTATION
- ARMY CLEANUP/ESCA
Implementing Agreements

FORA
Fort Ord Reuse Authority

Del Rey Oaks
California

City of Marina

City of Monterey
ANDA

City of Seaside
California

Monterey County California

1850
Implementing Agreements: Water
Implementing Agreements: ESCA
Post FORA

FORA Successor Board

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HABITAT CONSERVATION PLAN

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Regional TRANSPORTATION

HABITAT CONSERVATION PLAN

WATER AUGMENTATION

ARMY CLEANUP/ESCA
Other Programs and Policies
FORA complete shovel-ready projects (GJMB intersection and South Boundary Rd)

Transfer FORA’s share of ‘on-site’ improvements to Jurisdictions
- Jurisdictions retain flexibility to adjust ‘on-site’ improvements

Transfer FORA’s share of ‘off-site’ and ‘regional’ improvements to TAMC
- TAMC Board retains flexibility to adjust ‘off-site’ and ‘regional’ improvements
TAMC Regional Development Impact Fee (RDIF)

North County
Greater Salinas
Peninsula
South County
FORA
Water Augmentation

- MCWD-FORA-M1W Second Water Augmentation Project Study underway

- Identify Augmentation Project

- MCWD incorporates Augmentation Project costs into Capacity Charges on future development
HCP structure includes a JPA Board

JPA Board has discretion to hire staff

Post FORA funding source(s) need to be identified