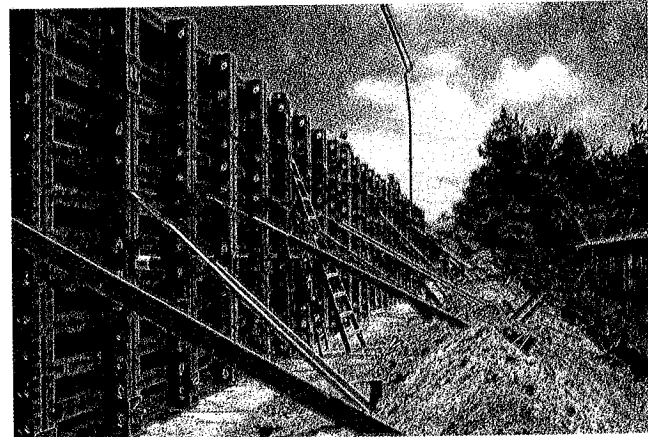
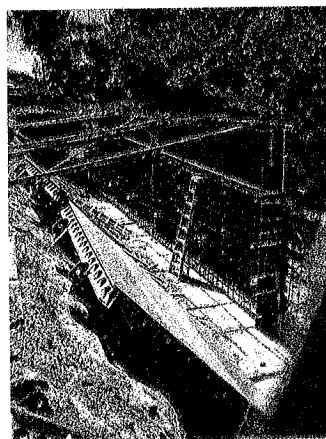
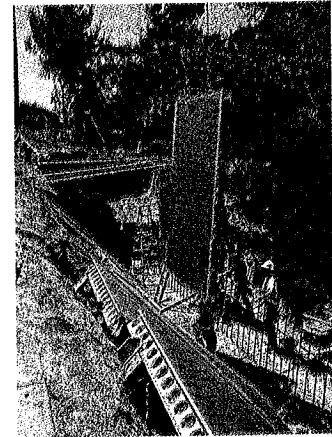
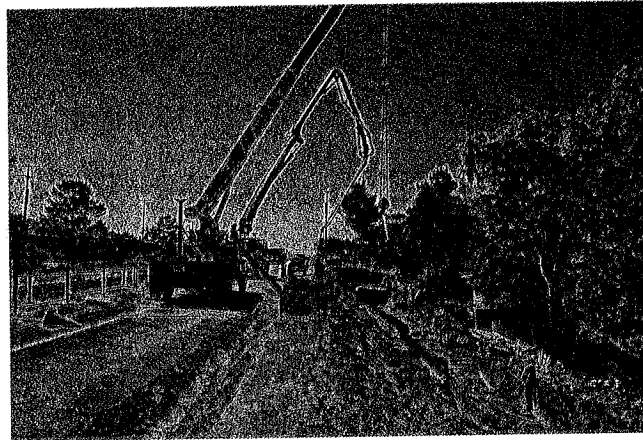




# Fort Ord Reuse Authority



Construction of Retaining Wall—General Jim Moore Boulevard Improvement Project

## Capital Improvement Program Fiscal Year 2005/2006 through 2021/2022

FORA Board Approved June 10, 2005

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# **I. EXECUTIVE SUMMARY**

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## **1) Overview**

This Fort Ord Reuse Authority ("FORA") Capital Improvement Program ("CIP") is responsive to the capital improvement obligations defined under the Fort Ord Base Reuse Plan ("BRP") as adopted by the FORA Board in June 1997. The BRP carries a series of mitigative project obligations defined in Appendix B of that plan as the Public Facilities Implementation Plan ("PFIP"). The PFIP, which serves as the baseline CIP for the reuse plan, is re-visited annually by the FORA Board to assure that required projects are implemented in a timely way to meet development needs. The PFIP was developed as a capital improvement program spanning a twenty-year development horizon (1996-2015) and was based upon the best at-the-time forecasts of expected development.

The current CIP document (FY 2005/06 – FY 2021/22) has been updated with the most current forecasts of development anticipated by the FORA land use jurisdictions. The new forecasts are enumerated in the CIP Appendix B, Table 4. Based upon this updated information, capital project "placement in time" has been compared with last year's programming, with minor adjustments having been made. The reader's attention is directed to Tables 2 and 3, wherein obligatory CIP projects are currently forecast.

It is noted that FORA is scheduled, by State law, to sunset in 2014 (or when 80% of the BRP has been implemented, whichever occurs first), which will occur prior to the end of this CIP time horizon. Therefore, the revenues and obligations herein will be allocated accordingly to jurisdictions under the Local Agency Formation Commission process for the dissolution of FORA.

## **2) Periodic CIP Review and Reprogramming**

Due to the nature of development forecasting, it is certain that today's best forecasts of development timing and patterns will differ from reality. Recognizing this, the BRP requires the FORA Board to periodically review and revise its CIP to reflect development realities to assure that the adopted mitigation projects are implemented in the best possible sequence with development needs. A protocol for the review and reprogramming of the CIP was approved by the FORA Board on June 8, 2001. Appendix A, herein, defines the process whereby FORA and its Member Agencies comprehensively review development timing and patterns to assure proper implementation of the BRP mitigation projects. The Board is asked to approve this CIP (FY 2005/06 – FY 2021/22) as revised, via the review protocol. That approval will affirm project priorities of the CIP.

## **3) CIP Costs**

The costs assigned to the various elements of the CIP were originally estimated in May 1995 and published in the draft 1996 BRP. This current CIP has inflated costs to January 2005, applying the Engineering News Record ("ENR") Construction Cost Index ("CCI") to account for inflation. This continues to be a routine procedure each year.

## **4) CIP Revenues**

The primary sources of revenue anticipated to cover the costs of obligatory CIP projects are Development Fees and Land Sale (and lease) proceeds. These primary sources can be augmented by Tax Increment Revenue. The current FORA Development Fee policy has been structured to accommodate CIP costs of Transportation/Transit Projects, Habitat Management obligations, Potable Water Augmentation, Storm Drainage System Improvements and Fire Fighting Enhancement Improvements. The Development Fee policy adopted by the Board in 1999 was implemented

by the formation of the FORA Basewide Community Facilities District ("CFD"). The CFD is structured to allow annual inflation adjustments to account for cost escalation, with an annual cap of 5%. Land Sale (and lease) proceeds are earmarked to cover costs associated with the Building Removal Program.

Appendix B herein contains a tabulation of the proposed developments with their corresponding fee and land sale revenue forecasts. Obligatory capital project costs are balanced against the forecasted revenues as depicted in Table 3 of this document.

## **5) Projects Accomplished to Date**

FORA has been actively implementing capital improvement projects since 1995. As of this writing, FORA has successfully advanced approximately \$43M in capital improvements, predominantly funded by the grants received from the US Department of Commerce, Economic Development Administration ("EDA") and a FORA bond issue.

Section III herein provides additional detail regarding how a number of already-funded projects have been credited as offsets against the FORA basewide obligations. The sources of funds utilized to date include grants, FORA Member contributions and FORA Bond Proceeds as itemized in Table 1, Section III. As development fees, land sale proceeds and other revenues are collected and employed to offset obligations, use of these funds will continue to be enumerated in Table 1 as obligation offsets.

## **6) Review of Transportation Obligations**

Table 1 (page 13) herein enumerates the financial obligation required of FORA on a series of on-site, off-site and regional transportation improvements. The Transportation Agency for Monterey County ("TAMC") conducted a regional transportation study during the development of the FORA BRP, which concluded in defining the financial contribution required of FORA to be applied to not only on-site Fort Ord transportation roadways, but also the percentage of financial obligations required of FORA to be applied on roadways outside Fort Ord based upon the projected traffic impacts of the proposed development under the BRP.

As implementation of the BRP continued, it became timely to coordinate with TAMC for a review and reallocation of the FORA financial contributions that appear on the list of transportation projects for which FORA has an obligation. Toward that goal and following Board Action directing staff to coordinate a work program with TAMC, FORA and TAMC entered into a cooperative agreement to move forward with the re-evaluation work. TAMC, working in concert with the Association of Monterey Bay Area Governments ("AMBAG"), has since completed its work program with FORA. TAMC's recommendations are enumerated in the "FORA Fee Reallocation Study" dated April 8, 2005, the date the FORA Board of Directors approved the study for inclusion in the FORA CIP. The Executive Summary of the study, included herein as Appendix C, provides the basis for the reallocation of funds to address the FORA transportation obligations. The complete study can be found online at [www.fora.org](http://www.fora.org), under the Documents menu.

## II. OBLIGATORY PROGRAM OF PROJECTS — DESCRIPTION OF CIP ELEMENTS

As noted in the Executive Summary, the obligatory elements of the BRP CIP include Transportation/Transit, Potable Water Augmentation, Storm Drainage, Habitat Management, Fire Fighting Enhancement and Building Removal. The first five elements noted are to be funded by Development Fees. Land sale (and lease) proceeds are earmarked to fund the Building Removal Program. Summary descriptions of each element of the BRP CIP follow.

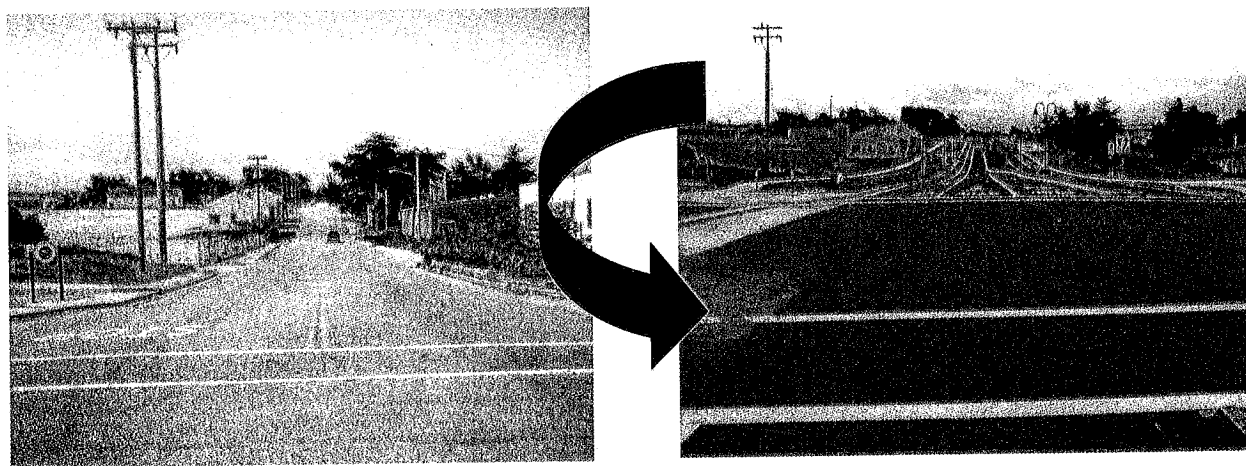
### a) Transportation/Transit Element

During the preparation of the BRP and the associated Final Environmental Impact Report ("FEIR"), TAMC undertook a regional study (The Fort Ord Regional Transportation Study, July 1997) to assess Fort Ord development impacts on the study area (North Monterey County) transportation network.

The TAMC Study utilized the Draft BRP transportation network as the basis for its transportation "modeling". TAMC assigned and distributed trips projected from the zoning and proposed plan densities of development to determine the "preliminary nexus" impact of Fort Ord development on the three categories of roadways, namely, "on-site" former Fort Ord, "off-site" former Fort Ord and "regional" (i.e. State Highways) to the former Fort Ord.

The TAMC Study projected a percentage of traffic attributable to Fort Ord development in the noted categories and assigned a corresponding dollar amount to the several projects in each category as FORA development's share of costs. Table 1 provides detailed information on the "assigned" costs. Additionally, Table 1 provides project descriptions and project limits for the several project elements.

When the BRP and accompanying FEIR were adopted by the Board, the transportation (and transit) obligations as defined by the TAMC Study were also adopted as mitigations to the development under the BRP. The FORA Board subsequently included the Transportation/Transit element (obligation) as a requisite cost component of the adopted CFD.



2<sup>nd</sup> Avenue — Before and After

The following graphic (Figure 1) provides a pictorial representation of the obligatory Transportation elements assigned to the BRP.



# Legend

- Project
- 1 - Davis Road Widening
  - 2 - Davis Road New Bridge
  - 3 - Davis Road Widening and Bridge
  - 4 - Reservation Road Widening
  - 5 - Del Monte-Seaside/Monterey
  - 6 - Del Monte-Marina
  - 7 - California
  - 8 - Crescent
  - FO1 - Gateway & Misc Safety Imprvts-Rehab
  - FO2 - Abrams
  - FO3 - 12th-ImJn
  - FO4 - Blanco-ImJn Connector
  - FO5 - 8th Street
  - FO6 - Inter-Garrison
  - FO7 - Cligling
  - FO8 - 2nd Avenue
  - FO9 - General Jim Moore Blvd
  - FO10 - California
  - FO11 - Spillars Avenue
  - FO12 - Eucalyptus Road
  - FO13 - Eastside
  - R3 - Highway 1-Seaside-Sand City
  - R6 - Highway 68 - Bypass Freeway
  - R9 - Highway 218 Widening
  - T-22
  - Jurisdictional Boundaries



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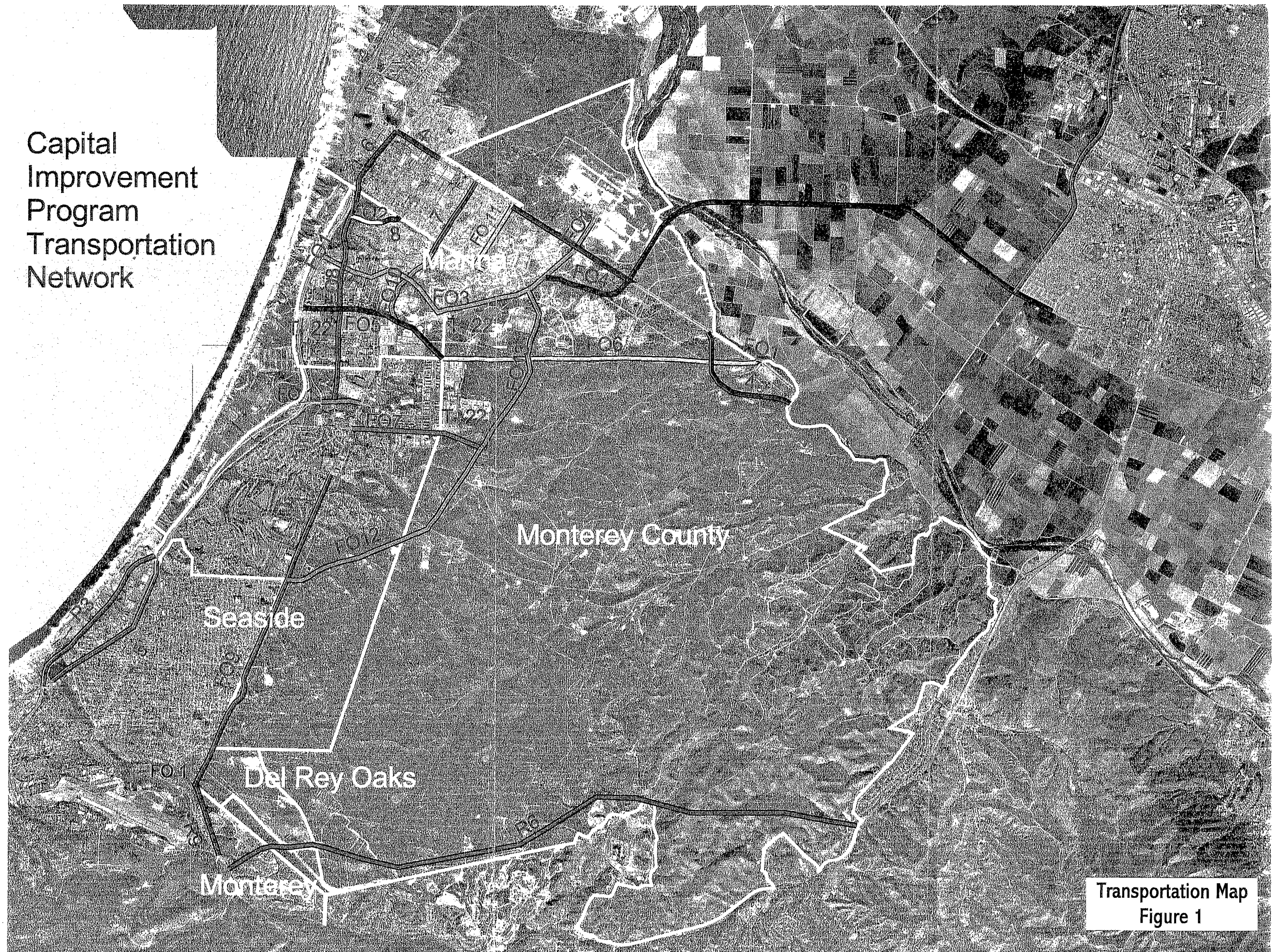
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Fort Ord  
Reuse  
Authority



Prepared By David R. Johnston  
(831) 384-7085  
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## Capital Improvement Program Transportation Network



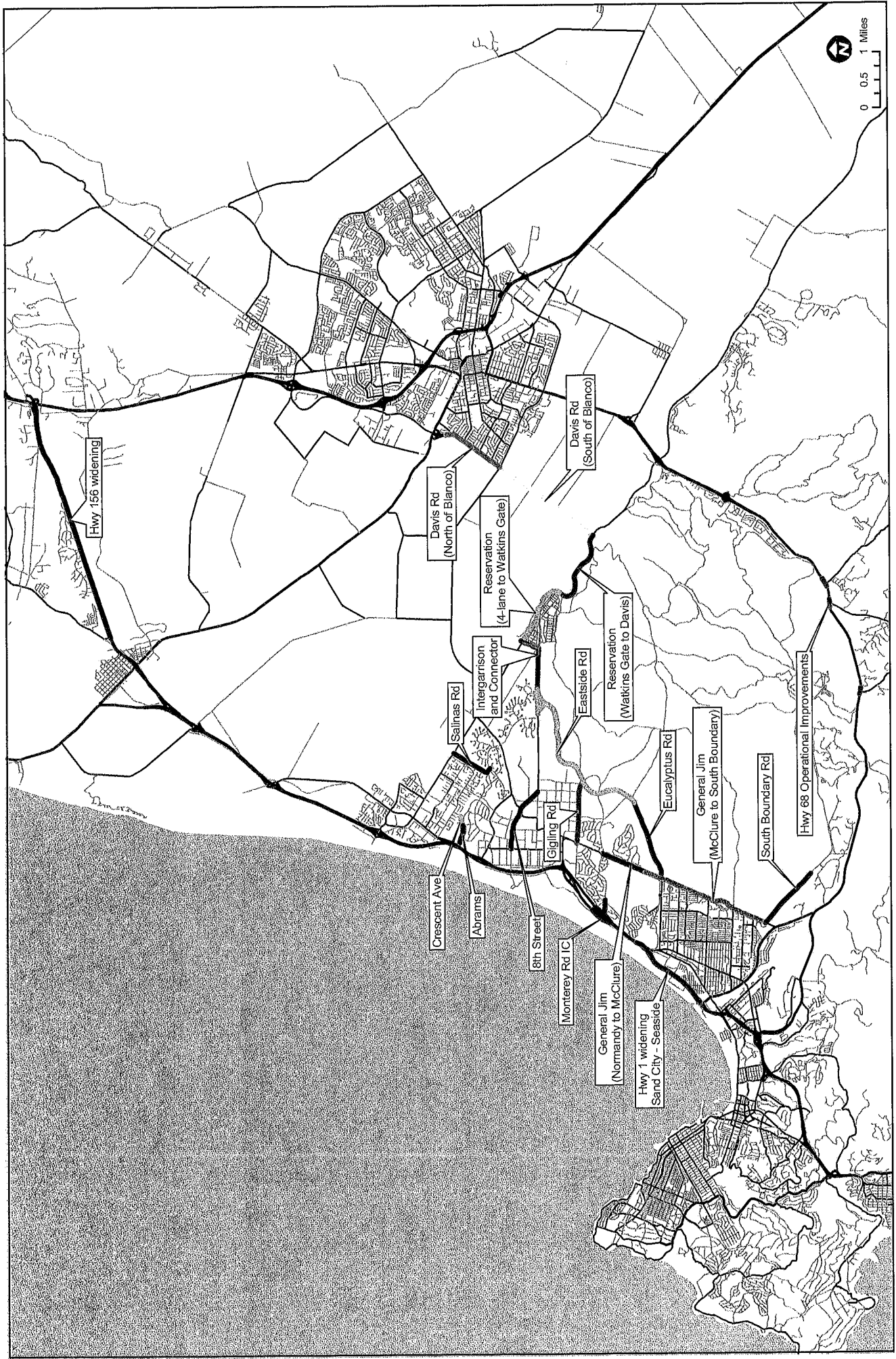
Transportation Map  
Figure 1

As can be seen in Figure 1, "off-site" and "regional" projects are generally beyond the boundaries of the former Fort Ord. Implementation of these projects also falls outside FORA's purview, with lead agency status resting with other responsible parties (e.g. Caltrans, TAMC, Monterey County).

Additionally, TAMC's current regional transportation planning has prioritized projects differently than several years ago when it conducted the 1997 study. It is further noted that the BRP provides for the flexibility to allocate funds, earmarked as obligatory funding contributions to these mitigation projects, to projects that can be designed, environmentally reviewed and constructed within FORA's purview to alleviate the traffic congestion and impacts associated with the development on the former Fort Ord.

Toward these goals and as noted in the Executive Summary, FORA's work with TAMC and AMBAG has resulted in the refined list of FORA transportation obligations that are synchronous with the TAMC Regional Transportation Plan ("RTP"). Figure 2 illustrates the refined FORA transportation obligations and Appendix C herein, as previously noted, contains the Executive Summary of the FORA Board-approved TAMC study for perusal.





Refined Transportation Map

Figure 2



## **b) Potable Water Augmentation**

The BRP identifies availability of water as its primary resource constraint. The density of development anticipated by the BRP utilizes the total available potable groundwater supply of 6600 acre-feet per year ("AF/yr"), as described in the BRP, Appendix B, (PFIP section p 3-63). In addition to the potable groundwater supply, the adopted BRP requires an augmentation of an estimated 2400 AF/yr to achieve the development level permitted by the BRP. This is reflected and summarized within the BRP, Volume 3, in figure PFIP 2-7.

FORA continues to work with Marina Coast Water District ("MCWD") to implement the most appropriate water augmentation program with which to proceed. Following a comprehensive two-year process of evaluating potential viable options for a water augmentation program, the MCWD Board of Directors certified, in October 2004, a program level Environmental Impact Report ("EIR") which analyzed three potential augmentation projects. The projects included a desalination project, a recycled water project and a hybrid project (containing components of both recycled water and desalination water projects). The EIR is available for review on the Internet at [www.mcwd.org](http://www.mcwd.org) (under the Engineering tab).

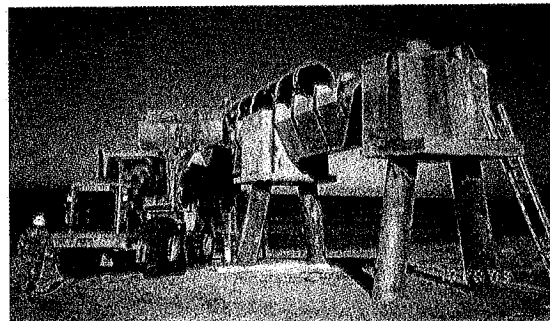
As of this writing, MCWD staff and consultants, working in concert with FORA Staff and Administrative Committee, anticipate recommending the hybrid project to the FORA and MCWD Boards of Directors. The first phase of that project will be recycled water. These discussions are anticipated at a joint MCWD and FORA Board meeting to be conducted in June 2005.

Additionally, FORA staff will be recommending increasing the CIP earmark for the water augmentation program from its current (January 2005) indexed value of approximately \$20M to approximately \$37M, which essentially removes \$17M from the MCWD capital improvement program.

Should the FORA and MCWD Boards of Directors approve the recommendations discussed above, MCWD will move forward with implementation this upcoming fiscal year (05/06) with an expectation that the first phase would be online within three years.

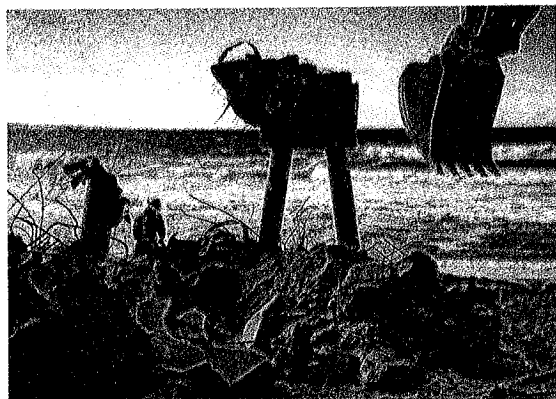
## **c) Storm Drainage System Projects**

The adopted BRP recognized the need to eliminate the discharge of storm water runoff from the former Fort Ord to the Monterey Bay National Marine Sanctuary ("Sanctuary"). In addition, the BRP FEIR specifically addresses the need to remove the four storm water outfalls that discharged storm water runoff to the Sanctuary.



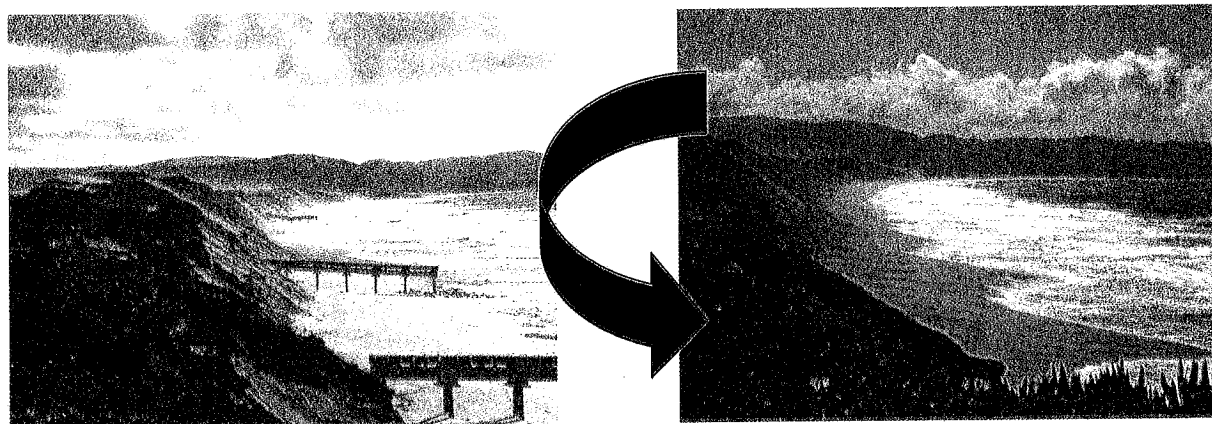
Section 4.5 of the FEIR, Hydrology and Water Quality, contains the following obligatory Conservative Element Program:

*"Hydrology and Water Quality Policy, C-6: In support of Monterey Bay's National Marine Sanctuary designation, the City/County shall support all actions required to ensure that the bay and inter-tidal environment will not be adversely affected, even if such actions should exceed state and federal water quality requirements."*



*"Program C-6.1: The City/County shall work closely with other Fort Ord jurisdictions and the (California Department of Parks and Recreation) to develop and implement a plan for storm water disposal that will allow for the removal of the ocean outfall structures and end the direct discharge of storm water into the marine environment. The program must be consistent with State Park goals to maintain the open space character of the dunes, restore natural land forms and restore habitat values."*

With these programs/policies in mind, FORA and the City of Seaside, as co-applicants, secured EDA Grants to advance the design and construction of alternative disposal (retention) systems for storm water runoff that allowed for the removal of the outfalls. FORA advanced to the construction and demolition project, with the work having been completed as of January 2004. Table 3, (page15) herein therefore reflects this obligation as having been met.



Storm Drain Site — Before and After

#### **d) Habitat Management Requirements**

Appendix A, Volume 2 of the BRP contains the Habitat Management Program ("HMP") Implementation Management Agreement. This Management Agreement defines the respective rights and obligations of FORA, its Member Agencies, California State University and the University of California with respect to the implementation of the HMP.

Subject to final approval by the U.S. Fish and Wildlife Service ("USFWS") and the California Department of Fish and Game ("CDFG"), FORA's Habitat Management funding obligations have taken the following form:

1. A \$1.5M upfront funding (comprised of \$1.3M in borrowed funds and \$200K in secured funds) for initial management, planning and capital costs, serves as a down payment on an endowment fund, the earnings on which will allow for required habitat management activities on the habitat parcels that have already transferred.

2. Additionally, as development takes place and Development Fees are paid, \$1 out of every \$4 collected will be earmarked to build a total endowment of \$6,339,046, the principal funds necessary to produce an annual income sufficient to carry out required habitat management responsibilities in perpetuity. This fund estimate has been developed by an independent consultant retained by FORA (and includes the \$1.5M upfront capital).

The financing plan has been predicated on an earnings rate assumption acceptable to USFWS and CDFG for endowments of this kind, and economies of scale provided by unified management of FORA's habitat lands by qualified non-profit habitat managers. FORA will be securing the services of the appropriately experienced habitat manager(s) via a formal selection process.

It is noted that FORA will not control expenditure of the annual line items, but merely fund the endowment, and the initial and capital costs, to the agreed upon levels. This has been accomplished as follows:

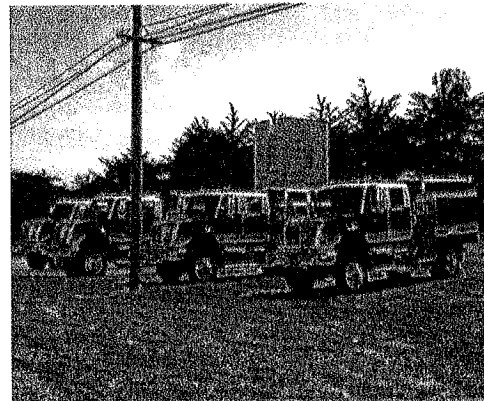
1. \$1.3M revenue bond issue, secured by Preston Park revenue, issued in April 2002.
2. \$200K previously appropriated by the FORA Board from pre-01/02 fiscal year Preston Park revenues.
3. Additional Development Fees collected as development occurs, on a \$1 for habitat management for every \$4 of Developer Fees collected. This will cease when the target of an additional \$4,839,046 is achieved.

Based upon recent conversations with the regulatory agencies, it has become apparent that the Habitat Management obligations will likely increase beyond the costs noted above. Therefore, this document contains a  $\pm$  \$13M line item of forecasted requisite expenditures.

#### **e) Fire Fighting Enhancement Requirements**

During the past fiscal year, the FORA Board authorized FORA to lease-purchase five pieces of fire fighting equipment, including four fire engines and one water tender. The equipment recipients include the Cities of Marina, Monterey and Seaside, the Ord Military Community Fire Department and the Salinas Rural Fire Department.

This lease purchasing of equipment accommodates FORA's capital obligations under the BRP to enhance the fire fighting capabilities on the former Fort Ord in response to the proposed development. The lease payments began July 2004, and are projected to be paid over the next nine years. Once the lease payments, funded by the development fee, have been satisfied, FORA's obligation for fire fighting enhancement will have been fully met.



Fire engines received by Fire Departments in the Cities of Marina, Monterey and Seaside and the Ord Military Community

#### **f) Building Removal Program**

The BRP includes, as a basewide obligation, the removal of non-useable building stock to make way for redevelopment in certain portions of the former Fort Ord. It has been assumed to date that building removal will be funded from land sale (or lease) revenues, and/or, that the private development community will accomplish building removal, with the cost of the removal having been accounted for in the fair market value appraisals of property.

As noted above, a project developer may choose to accelerate the building removal process by taking on portions of the requirements by using buildings in place or removing structures in advance of land sale cash flow availability. In

these cases, through negotiating the final sale price of such a parcel, FORA may forego a portion or all of the FORA share of land sales revenue for that parcel commensurate with the actual building removal expenditure by the developer accelerating the process to initiate a project.

FORA will continue to work with its Member Agencies according to the FORA Board policy of the "Hierarchy of Building Reuse" to develop priority areas for building removal within the City of Marina University Villages area, the City of Seaside Surplus II area and the County of Monterey East Garrison area. That Hierarchy was developed directly from filed experience, market studies and industry input, and prioritizes the most efficient reuse of obsolete buildings focusing on the concepts that will produce the most savings: Renovation and reuse in place, Relocation and renovation, Deconstruction and reuse of building materials, and, Mechanical demolition with aggressive recycling.

Additionally, City of Marina staff has expressed desires to keep all opportunities for development open as they develop the Specific Plan for the University Villages project. The Building Removal Guidance Criteria presented below is meant to provide guidance yet maintain a high level of flexibility during future CIP and Marina City review:

- Coordinate priorities with University Villages' development schedule;
- Coordinate with funds available;
- Pace removal activities with need for roads and other infrastructure;
- Coordinate/capture income producing opportunities before building removal;
- Identify feasibility of building reuse;
- Develop land/buildings efficiently;
- Prioritize buildings for removal based on the following priorities:
  - Public/Environmental Safety needs;
  - Priorities defined by the University Village Specific Plans;
  - Road and Infrastructure needs;
- Coordinate Marina Council Approval:
  - Marina Planning Department review/recommendation;
  - Marina Council approval of buildings to be removed.

#### **g) Water and Wastewater Collection Systems**

Following a competitive selection process in 1997, the FORA Board approved MCWD as the purveyor to own and operate the water and wastewater collection systems on the former Fort Ord. By agreement with FORA, MCWD is tasked to assure that a Water and Wastewater Collection Systems Capital Improvement Program is in place and implemented to accommodate repair, replacement and expansion of the systems. To provide uninterrupted service to existing customers and to track with system expansion to keep pace with proposed development, MCWD and FORA Staff continue to coordinate system(s) needs with respect to anticipated development.

MCWD is fully engaged in the FORA CIP Process, and adjusts its program for the noted systems to be coincident with the FORA CIP.

The FORA Board, by its action in 1997, also established a Water and Wastewater Oversight Committee ("WWOC"), which serves in an advisory capacity to the Board. A primary function of the WWOC is to meet and confer with MCWD Staff in the development of operating and capital budgets and the corresponding customer rate structures. Annually at budget time, the WWOC and Staff prepare recommended actions for the Board's consideration with respect to



budget and rate approvals. This process provides the proper tracking mechanism to assure that improvements to and expansion of the systems are in sequence with development needs on the former Fort Ord.

Capital improvements for system(s) operations and improvements are funded by customer rates, fees and charges. The capital improvements for the system(s) are approved on an annual basis by the MCWD Board and the FORA Board as outlined above. Therefore, the systems' capital improvements are not duplicated in this document.

### **III. FY 2005/06 THROUGH 2021/22 CAPITAL IMPROVEMENT PROGRAM**

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#### **a) Background Information/Summary Tables**

This Section III provides summary tables of the FORA obligations under the BRP. More particularly, **Table 1**, entitled "CIP Obligatory Offsets" graphically depicts the current fiscal offsets of completed projects that have reduced the BRP obligations.

Since 1995, FORA has advanced the design, environmental review/approval and construction of approximately \$43M in capital improvements projects, the majority of which have directly offset FORA capital obligations under the BRP. These projects have been funded predominantly by EDA grants and bond proceeds. The developer fees now being collected are transitioning to the forefront as the primary funding source for FORA to continue meeting its mitigation obligations under the BRP. **Table 1** includes fiscal offsets inclusive of not only completed projects, but also funded projects to-be-completed during the course of the next fiscal year. The **Table 1** footnotes detail the source of funds (e.g. grants, developer fees) that have been secured to enable project implementation and offsetting of costs.

As previously noted, the work concluded by TAMC and AMBAG has resulted in modifications of the transportation obligations, for consistency with current transportation planning at the regional level. **Table 2** details the current TAMC recommendations that are compatible with the RTP, and "time places" the obligations over the CIP time horizon.

A summary of the CIP project elements and their forecasted costs and revenues are presented in **Table 3**. Annual updates of the CIP will continue to contain like summaries and will account for funding received and applied against required projects.

Capital Improvement Program - Obligatory Project Offsets

Table 1 - 6/2/2005 - 11:06 AM

Transportation/Transit									
2005/06 Capital Improvement Program (Obligatory Offsets)									
Project #	Project Title	Project Limits	Total Project Costs FORA/TAMC Reallocation Study	FORA Fee	FORA/TAMC Reallocation	FORA Project Offsets	January 2004 -	6.9% Impr. Cost Inflation	Project #
			2005	Study 2005		January 2005	[Note 1]	(1/04-1/05) on Net FORA	
								OBLIGATIONS @ 2005	
<b>Transportation</b>									
<b>Regional Improvements</b>									
R3	Highway 1-Seaside/Sand City	Widen Highway 1 from 4 lanes to 6 lanes from Fremont Avenue Interchange south to the Del Monte Interchange.	\$ 45,000,000	\$ 15,282,245	\$ -	\$ 16,336,720			R3
R10 (New)	Hwy 1- Monterey Road Interchange	Construct new interchange at Monterey Road	19,100,000	2,496,648	-	2,668,917			R10 (New)
R11 (New)	Hwy 156 - Freeway Upgrade	Widen existing highway to 4 lanes and upgrade highway to freeway status with appropriate interchanges. Interchange modification as needed at US 156 and 101	197,000,000	7,092,169	-	7,581,529			R11 (New)
R12 (New)	Hwy 68 Operational Improvements	Operational improvements at San Benancio, Laureles Grade and at Corral De Tierra including left turn lanes and improved signal timing.	9,876,000	223,660	-	239,093			R12 (New)
Subtotal Regional Improvements			270,976,000	25,094,722	-	26,826,259			
<b>Off-Site Improvements</b>									
1	Davis Rd n/o Blanco	Widen to 4 lanes from the SR 183 bridge to Blanco	3,151,000	506,958	-	541,938			1
2B (New)	Davis Rd, s/o Blanco	Widen to 4 lanes from Blanco to Reservation; Build 4 lane bridge over Salinas River	22,555,000	8,654,502	-	9,251,663			2B (New)
4D (New)	Widen Reservation, 4-lane to Watkins Gate	Widen to 4 lanes from existing 4 lane section (west of East Garrison) to Watkins Gate	10,100,000	3,813,916	-	4,077,076			4D (New)
4E (New)	Widen Reservation, Watkins Gt to Davis	Widen to 4 lanes from Watkins Gate to Davis Rd	5,500,000	2,216,321	-	2,369,247			4E (New)
8	Crescent St. extend to Abrams	Extend existing Crescent Court Southerly to join proposed Abrams Dr on the Former Ft Ord	906,948	906,948	-	969,527			8
Subtotal Off-Site Improvements			42,212,948	16,098,645	-	17,209,451			
<b>On-Site Improvements</b>									
FO2	Abrams (Crescent to 2nd Avenue connection)	Construct a new 2-lane arterial from Intersection with 2nd Ave easterly to intersection with Crescent Court extension	759,569	759,569	-	811,979			FO2
FO5 (Mod)	8th. Street	Upgrade/construct new 2-lane arterial from 2 <sup>nd</sup> Ave to connection with Intergarrison	4,340,000	4,340,000	-	4,639,460			FO5 (Mod)
FO6 (Mod)	Inter-Garrison	Upgrade to a 4-lane arterial from Eastside Rd to Reservation	4,260,000	4,260,000	-	4,553,940			FO6 (Mod)
FO7	Gigling	Upgrade/Construct new 4-lane arterial from General Jim Moore Blvd easterly to Eastside Rd	5,722,640	5,722,640	-	6,117,502			FO7
FO9B (Mod)	General Jim Moore Blvd., Normandy to McClure	Widen from 2 to 4 lanes from Normandy Rd to McClure	7,465,000	7,465,000	1,117,921	6,785,027			FO9B (Mod)
FO9C (New)	General Jim Moore Blvd, McClure to South Boundary Rd	Widen from 2 to 4 lanes from McClure southerly to South Boundary Rd	16,600,000	16,600,000	-	17,745,400			FO9C (New)
FO11	Salinas Avenue	Construct new 2 lane arterial from Reservation Rd southerly to Abrams Dr	3,038,276	3,038,276	-	3,247,917			FO11
FO12	Eucalyptus Road	Upgrade to 2 lane collector from General Jim Moore Blvd to Eastside Rd	5,800,000	5,800,000	-	6,200,200			FO12
FO13B (New)	Eastside Rd (New alignment in Scenario C)	Construct new 2 lane arterial from Giggling Rd to Schoonover Dr	12,536,370	12,536,370	-	13,401,380			FO13B (New)
FO14 (New)	South Boundary Road upgrade	Upgrade to a 2 lane arterial, along existing alignment	2,515,064	2,515,064	-	2,688,603			FO14 (New)
Subtotal On-Site Improvements			63,036,919	63,036,919	1,117,921	66,191,408			
Total Transportation Improvements			376,225,867	104,230,286	1,117,921	110,227,117			
<b>Transit</b>									
<b>Transit Capital Improvements</b>									
T3	Transit Vehicle Purchase & Replacement	15 busses		6,298,254		6,732,833			T3
T22	Intermodal Centers	(PFIP T-31) includes 3 elements: 1. Intermodal Transportation Center @ 1st. Avenue South of 8th. Street (\$2,061,000) 2. Park and Ride Facility @ 12th Street and Imjin (\$1,030,500) and 3. Park and Ride Facility @ 8th. Street and Gigling (\$1,259,500)		4,786,673		5,116,952			T22
Subtotal Transit Improvements				11,084,926	-	11,849,785			
TOTAL TRANSPORTATION/TRANSIT			\$ 122,076,905	\$ 115,315,212	\$ 1,117,921	\$ 122,076,903			
[Note 1] FORA offsets against the financial obligation for transportation/transit projects elements from June 1995 to January 2004 (these funds consist primarily of EDA grant funds and local matching funds):									
						\$ 32,235,648			

Regional Improvements																					
Project #	Description	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	TOTALS	Proj#
R3	Hwy 1-Seaside Sand City											\$2,722,787	\$2,722,787	\$2,722,787	\$2,722,787	\$2,722,787	\$2,722,787			\$16,336,720	R3
R10 (New)	Hwy 1-Monterey Rd. Interchange														\$533,783	\$533,783	\$533,783	\$533,783	\$533,783	\$2,668,917	R10
R11 (New)	Hwy 156-Freeway Upgrade						\$2,527,176	\$2,527,176	\$2,527,176											\$7,581,529	R11
R12 (New)	Hwy 68 Operational Improvements				\$119,546	\$119,546														\$239,093	R12
Subtotal Regional		\$0	\$0	\$0	\$119,546	\$119,546	\$2,527,176	\$2,527,176	\$2,527,176	\$0	\$0	\$2,722,787	\$2,722,787	\$2,722,787	\$3,256,570	\$3,256,570	\$3,256,570	\$533,783	\$533,783	\$26,626,259	

Off-Site Improvements																					
Project #	Description	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	TOTALS	Proj#
1	Davis Rd n/o Blanco						\$54,194	\$54,194	\$433,550											\$541,938	1
2B (New)	Davis Rd s/o Blanco			\$9,251,663																\$9,251,663	2B
4D (New)	Widen Reservation-4 lanes to WG			\$815,415	\$3,261,661															\$4,077,076	4D
4E (New)	Widen Reservation, WG to Davis				\$236,925	\$236,925	\$1,895,398													\$2,369,247	4E
8	Crescent Ave extend to Abrams			\$96,953	\$96,953	\$775,622														\$969,527	8
Subtotal Off-Site		\$0	\$0	\$10,164,031	\$3,595,538	\$1,012,547	\$1,949,592	\$54,194	\$433,550	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,209,451	

On-Site Improvements																					
Project #	Description	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	TOTALS	Proj#
FO2	Abrams			\$162,396	\$649,583															\$811,979	FO2
FO5 (Mod)	8th Street			\$927,892	\$3,711,568															\$4,639,460	FO5
FO6 (Mod)	Intergarrison			\$910,788	\$3,643,152															\$4,553,940	FO6
FO7	Gigling			\$611,750	\$611,750	\$4,894,002														\$6,117,502	FO7
FO9B (Mod)	GJM Blvd-Normandy to McClure	\$1,131,046	\$4,965,063	\$688,918																\$6,785,027	FO9B
FO9C (New)	GJM Blvd-McClure to S Boundary			\$2,655,523	\$15,089,877															\$17,745,400	FO9C
FO11	Salinas Ave			\$649,584	\$2,598,334															\$3,247,917	FO11
FO12	Eucalyptus Rd	\$410,700		\$5,789,500																\$6,200,200	FO12
FO13B (New)	Eastside Rd (New alignment)			\$1,340,138	\$1,340,138	\$10,721,104														\$13,401,380	FO13B
FO14 (New)	S Boundary Road Upgrade			\$537,720	\$2,150,883															\$2,688,603	FO14
Subtotal On-Site		\$1,541,746	\$4,965,063	\$14,274,210	\$29,795,285	\$15,615,105	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$66,191,409	

Transportation Totals	\$1,541,746	\$4,965,063	\$24,438,240	\$33,510,370	\$16,747,198	\$4,476,768	\$2,581,370	\$2,960,727	\$0	\$0	\$2,722,787	\$2,722,787	\$2,722,787	\$3,256,570	\$3,256,570	\$3,256,570	\$533,783	\$533,783	\$110,227,118	
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Transit Capital Improvements																					
Project #	Description	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	TOTALS	Proj#
T3	Transit Vehicle Purchase/Replace			\$480,917	\$480,917	\$480,917	\$480,917	\$480,917	\$480,917	\$480,917	\$480,917	\$480,917	\$480,917	\$480,917	\$480,917	\$480,917	\$480,917	\$480,917	\$480,917	\$6,732,833	T3
T22 [14]	Intermodal Centers			\$296,244	\$1,184,978	\$121,191	\$121,191	\$969,528	\$242,382	\$242,382	\$1,939,056									\$5,116,952	T22
Subtotal Transit		\$0	\$0	\$777,161	\$1,665,895	\$602,108	\$602,108	\$1,450,445	\$723,299	\$723,299	\$2,419,973	\$480,917	\$480,917	\$480,917	\$480,917	\$480,917	\$480,917	\$0	\$0	\$11,849,785	

Transportation and Transit GRAND TOTALS	\$1,541,746	\$4,965,063	\$25,215,401	\$35,176,264	\$17,349,306	\$5,078,875	\$4,031,815	\$3,684,025	\$723,299	\$2,419,973	\$3,203,703	\$3,203,703	\$3,203,703	\$3,737,487	\$3,737,487	\$3,737,487	\$533,783	\$533,783	\$122,076,903	
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FY '05-06 to '21-22	\$120,535,157
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Summary of Capital Improvement Program (CIP) 2005/2006 - 2021/2022

	2004-05 (7)	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2005-06 to 2021-22 Total
<b>CIP Projects Funded By Development Fees</b>																			
Beginning Fund Balance	4,980,938	5,125,000	43,937	(2,401,438)	15,048,831	39,113,659	77,618,117	88,660,835	85,858,943	85,824,978	86,847,339	85,911,969	82,344,599	86,799,229	80,824,076	74,471,922	71,576,769	68,576,319	5,125,000
Dedicated Revenues																			
Development Fees	2,402,410	0	28,236,000	60,209,000	48,997,000	48,168,000	17,657,000	3,465,000	3,272,000	5,825,000	4,935,000	2,103,000	10,125,000	29,000	52,000	3,309,000	0	253,000	234,633,000
Total Revenues	2,402,410	0	28,236,000	60,209,000	48,997,000	48,168,000	17,657,000	3,465,000	3,272,000	5,825,000	4,935,000	2,103,000	10,125,000	29,000	52,000	3,309,000	0	253,000	234,633,000
<b>Expenditures</b>																			
Projects																			
Transportation/Transit	1,641,746	4,965,063	25,215,401	35,176,264	17,349,306	5,078,875	4,031,815	3,684,025	723,299	2,419,973	3,203,703	3,203,703	3,203,703	3,737,487	3,737,487	3,737,487	533,783	533,783	120,535,157
Potable Water Augmentation (1)			2,466,667	2,466,667	2,466,667	2,466,667	2,466,667	2,466,667	2,466,667	2,466,667	2,466,667	2,466,667	2,466,667	2,466,667	2,466,667	2,466,667	2,466,667		37,000,000
Storm Drainage System																			0
Habitat Management	600,603	0	2,883,307	5,000,000	5,000,000														12,883,307
Fire Rolling Stock	116,000	116,000	116,000	116,000	116,000	116,000	116,000	116,000	116,000	116,000	0	0	0	0	0	0	0	0	1,044,000
Subtotal Projects	2,258,349	5,081,063	30,681,374	42,758,931	24,931,973	7,661,542	6,614,481	6,266,692	3,305,965	5,002,639	5,670,370	5,670,370	5,670,370	6,204,153	6,204,153	6,204,153	3,000,450	533,783	171,462,464
Total Expenditures	2,258,349	5,081,063	30,681,374	42,758,931	24,931,973	7,661,542	6,614,481	6,266,692	3,305,965	5,002,639	5,670,370	5,670,370	5,670,370	6,204,153	6,204,153	6,204,153	3,000,450	533,783	171,462,464
Net Annual Revenue	144,062	(5,081,063)	(2,445,374)	17,450,069	24,066,858	38,504,458	11,042,519	(2,801,892)	(33,965)	822,361	(735,370)	(3,567,370)	4,454,830	(6,175,153)	(6,152,153)	(2,895,153)	(3,000,450)	(280,783)	63,170,536
Ending Fund Balance	5,125,000	43,937	(2,401,438)	15,048,831	39,113,659	77,618,117	88,660,835	85,858,943	85,824,978	86,847,339	85,911,969	82,344,599	86,799,229	80,824,076	74,471,922	71,576,769	68,576,319	68,295,536	68,295,536
<b>Other Costs &amp; Contingencies</b>																			
Additional Project Costs (2)																			12,053,516
Caretaker Costs (3)																			16,250,930
Total Other Costs																			28,310,445
Contingency Reserve (4)																			39,985,080
Total Other Costs & Contingency Reserve																			68,295,536
Ending Fund Balance																			0
<b>CIP Projects Funded By Land Sales Revenue</b>																			
Beginning Fund Balance	271,556	271,556	1,757,556	(5,430,444)	(7,635,444)	(18,477,444)	(15,278,444)	(11,564,444)	(10,188,444)	(8,679,444)	(7,303,444)	(6,062,444)	(5,690,444)	(3,964,444)	(3,757,444)	(3,390,444)	(3,390,444)	(3,390,444)	271,556
Dedicated Revenues																			
Land Sales (5)	0	17,825,000	15,188,000	25,115,000	2,973,000	3,199,000	3,714,000	1,376,000	1,509,000	1,376,000	1,241,000	372,000	1,726,000	207,000	367,000	0	0	0	78,188,000
Total Revenues	271,556	17,825,000	15,188,000	25,115,000	2,973,000	3,199,000	3,714,000	1,376,000	1,509,000	1,376,000	1,241,000	372,000	1,726,000	207,000	367,000	0	0	0	78,188,000
Expenditures																			
Projects																			
Building Removal	0	18,339,000	22,376,000	27,320,000	13,815,000	0	0	0	0	0	0	0	0	0	0	0	0	0	79,850,000
Total Expenditures	0	18,339,000	22,376,000	27,320,000	13,815,000	0	0	0	0	0	0	0	0	0	0	0	0	0	79,850,000
Net Annual Revenue (6)	271,556	1,486,000	(7,188,000)	(2,205,000)	(10,842,000)	3,199,000	3,714,000	1,376,000	1,509,000	1,376,000	1,241,000	372,000	1,726,000	207,000	367,000	0	0	0	(3,662,000)
Ending Fund Balance	271,556	1,757,556	(5,430,444)	(7,635,444)	(18,477,444)	(15,278,444)	(11,564,444)	(10,188,444)	(8,679,444)	(7,303,444)	(6,062,444)	(5,690,444)	(3,964,444)	(3,757,444)	(3,390,444)	(3,390,444)	(3,390,444)	(3,390,444)	(3,390,444)

Note: This is a program that exceeds the lifespan of the Fort Ord Reuse Authority. Therefore, the revenues and obligations herein will be allocated accordingly to jurisdictions under the Local Agency Formation Commission process for the dissolution of the Authority.

(1) Represents total water augmentation project costs.  
(2) Potential additional basewide expenditures not included in current project cost estimates for transit and transportation projects (e.g., sound walls for major streets and street landscaping, unknown site condition, project changes, and habitat/environmental mitigation where FORA is the lead agency).  
(3) Costs associated with potential delays in redevelopment and represent interim capital costs associated with property maintenance prior to transfer for development. This includes costs of managing property transfer documents, legal review of rights of access and other documents during the transfer of land, illegal dumping clean-up costs, to fund self-insured retention for pollution legal liability insurance, and liability insurance (as per Keyser-Marston estimates of caretaker and other costs, revised).  
(4) Contingency reserve held for jurisdictions following sunset of FORA for increased habitat management costs, unknown subsurface conditions, construction cost phasing, unknown CEQA mitigations, financing costs, reimbursements for prior FORA expenses, and shortfalls in CFD revenue when inflation exceeds maximum allowed 5 percent.  
(5) The Land Sales Revenues will be analyzed on a regular basis to evaluate development fee impacts and to reflect any adjustments to land prices in the region (including \$1,425,000 Abrams Park loan repayment in 2005-06 and \$2,280,000 in development fees due on Abrams Park in 2006-07).  
(6) Indexed land sales revenue may not cover all building removal expenditures. Please refer to Section III c)"CIP Revenue Discussion."  
(7) Shown for information purposes. Not included in Buildout totals



# Appendix A

## Protocol for Review/Reprogramming of FORA CIP

(Revision # 2 September 20, 2000)

- 1.) Conduct quarterly meetings with joint Committee Members from Administrative Committee, Infrastructure Technical Advisory Committee ("ITAC"), Planning Group and WWOC. Staff representatives from the California Department of Transportation ("CALTRANS"), TAMC, AMBAG, and Monterey Salinas Transit ("MST") will be requested to participate and provide input to the joint committee.

These meetings will be the forum to review developments as they are being planned to assure accurate prioritization and timing of CIP projects that will need to be in place to best serve the developments as they are planned to come on line.

The joint committee will balance projected project costs against projected revenues as a primary goal of any recommended reprogramming/reprioritization effort.

- 2.) Provide a mid-year and/or yearly report to the Board (at mid-year budget and/or annual budget meetings) that will include any recommendations for CIP modifications from the joint committee and staff.
- 3.) Anticipate FORA Board annual approval of a CIP program that comprehensively accounts for all obligatory basewide projects under the BRP.

These basewide project obligations include transportation/transit, potable water augmentation, storm drainage, habitat management, building removal and fire fighting enhancement.

APPENDIX B

Community Facilities District Revenue 1 of 2

Jurisdiction		2005-06 to 2021-22 Total	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Notes
<b>New Residential</b>																					
Marina Heights	MAR																				
Townhome	MAR	\$ 3,993,000	\$ -	\$ -	\$ 940,000	\$ 1,409,000	\$ 1,409,000	\$ 235,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Cluster Market/Bridge	MAR	7,360,000	-	-	1,957,000	1,449,000	1,957,000	1,997,000	-	-	-	-	-	-	-	-	-	-	-	-	
Market A	MAR	13,231,000	-	-	2,349,000	1,957,000	2,936,000	2,975,000	3,014,000	-	-	-	-	-	-	-	-	-	-	-	
Market B	MAR	13,193,000	-	-	1,488,000	2,858,000	1,957,000	2,936,000	3,954,000	-	-	-	-	-	-	-	-	-	-	-	
Estates	MAR	3,327,000	-	-	-	744,000	1,174,000	1,409,000	-	-	-	-	-	-	-	-	-	-	-	-	
Subtotal		\$ 41,104,000	\$ -	\$ -	\$ 6,734,000	\$ 8,417,000	\$ 9,433,000	\$ 9,552,000	\$ 6,968,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Cypress Knolls	MAR	977,000	-	-	682,000	-	-	-	295,000	-	-	-	-	-	-	-	-	-	-	-	
University Villages	MAR																				
Alley	MAR	\$ 9,513,000	\$ -	\$ -	\$ 1,762,000	\$ 3,484,000	\$ 2,936,000	\$ 1,331,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Glens	MAR	4,932,000	-	-	1,683,000	313,000	1,762,000	1,174,000	-	-	-	-	-	-	-	-	-	-	-	-	
Carriage	MAR	5,168,000	-	-	1,762,000	2,466,000	940,000	-	-	-	-	-	-	-	-	-	-	-	-	-	
Standard	MAR	4,463,000	-	-	-	1,762,000	2,349,000	352,000	-	-	-	-	-	-	-	-	-	-	-	-	
Townhome	MAR	6,381,000	-	-	2,701,000	3,210,000	470,000	-	-	-	-	-	-	-	-	-	-	-	-	-	
Duets	MAR	3,407,000	-	-	157,000	509,000	1,762,000	979,000	-	-	-	-	-	-	-	-	-	-	-	-	
Duets - Low/Mod/Workforce	MAR	8,261,000	-	-	1,762,000	3,445,000	3,054,000	-	-	-	-	-	-	-	-	-	-	-	-	-	
Patio Homes - Low	MAR	2,075,000	-	-	-	-	1,762,000	313,000	-	-	-	-	-	-	-	-	-	-	-	-	
Apartments - Low/Very Low	MAR	4,228,000	-	-	4,228,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Subtotal		\$ 48,428,000	\$ -	\$ -	\$ 14,055,000	\$ 15,189,000	\$ 15,035,000	\$ 4,149,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
UC 8th Street	UC/MCO	12,918,000	-	-	-	4,306,000	-	4,306,000	-	-	-	-	-	-	-	-	-	-	-	-	(1)
East Garrison																					
Market rate	MCO	\$ 43,846,000	\$ -	\$ -	\$ 861,000	\$ 15,033,000	\$ 11,588,000	\$ 11,666,000	\$ 4,463,000	\$ 235,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Affordable	MCO	10,961,000	-	-	-	3,719,000	3,719,000	3,523,000	-	-	-	-	-	-	-	-	-	-	-	-	
Subtotal		\$ 54,807,000	\$ -	\$ -	\$ 861,000	\$ 18,752,000	\$ 15,307,000	\$ 15,189,000	\$ 4,463,000	\$ 235,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
UC East Campus - SF	UC/MCO	7,830,000	-	-	-	-	-	7,830,000	-	-	-	-	-	-	-	-	-	-	-	-	
UC East Campus - MF	UC/MCO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Seaside Brostrom	SEA	3,914,000	-	-	1,957,000	1,957,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Seaside Highlands	SEA	-	2,402,410	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Seaside Resort Housing	SEA	4,892,000	-	-	-	1,174,000	1,174,000	1,174,000	1,370,000	-	-	-	-	-	-	-	-	-	-	-	
Seaside Resort Affordable (Sunb)	SEA	3,915,000	-	-	-	1,762,000	2,153,000	-	-	-	-	-	-	-	-	-	-	-	-	-	
Seaside Housing (eastside)	SEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Chispa	SEA	2,075,000	-	-	-	2,075,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
State Parks Housing	SEA	783,000	-	-	-	783,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Workforce Housing (Lightfighter C	SEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Eucalyptus Housing (SDU/aore)	SEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
SH Affordable	SEA	2,231,000	-	-	-	2,231,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Del Rey Oaks																					
Golf Villas	DRO	\$ 1,958,000	\$ -	\$ -	-	\$ 196,000	\$ 1,253,000	\$ 509,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Patio Homes	DRO	1,410,000	-	-	-	196,000	1,057,000	157,000	-	-	-	-	-	-	-	-	-	-	-	-	
Condos/Workforce	DRO	19,965,000	-	-	-	-	822,000	2,466,000	2,466,000	2,740,000	1,997,000	3,249,000	4,111,000	2,114,000	-	-	-	-	-	-	
Townhomes/Senior Casitas	DRO	3,718,000	-	-	-	-	313,000	626,000	431,000	861,000	861,000	626,000	-	-	-	-	-	-	-	-	
Workforce	DRO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Senior - Casitas	DRO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Timeshare	DRO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Subtotal		\$ 27,051,000	\$ -	\$ -	\$ -	\$ 392,000	\$ 3,445,000	\$ 3,758,000	\$ 2,897,000	\$ 3,601,000	\$ 2,858,000	\$ 3,875,000	\$ 4,111,000	\$ 2,114,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Other Residential	Various	11,784,000	-	-	-	-	-	-	-	-	-	-	-	-	11,784,000	-	-	-	-	-	
<b>Existing/Replacement Residential</b>																					
Preston Park	MAR	\$ -	\$ -	\$ -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(2)
Cypress Knolls	MAR	4,044,000	-	-	969,000	969,000	969,000	960,000	177,000	-	-	-	-	-	-	-	-	-	-	-	
Abrams B	MAR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(3)
Interim Inc	OTR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Chispa	SEA	1,295,000	-	-	-	-	-	1,295,000	-	-	-	-	-	-	-	-	-	-	-	-	
Sunbay	SEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(4)
Brostrom	SEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Office</b>																					
Del Rey Oaks Office	DRO	\$ 203,000	\$ -	\$ -	-	\$ 1,000	\$ 10,000	\$ 17,000	\$ 17,000	\$ 17,000	\$ 5,000	\$ 34,000	\$ 34,000	\$ 34,000	\$ 34,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Monterey City Office	MRY	44,000	-	-	-	-	-	-	-	-	-	-	44,000	-	-	-	-	-	-	-	
Monterey County Office	MCO	43,000	-	-	-	-	-	-	13,000	-	13,000	-	-	17,000	-	-	-	-	-	-	
East Garrison	MCO	12,000	-	-	-	4,000	4,000	4,000	-	-	-	-	-	-	-	-	-	-	-	-	
University Villages	MAR	222,000	-	-	10,000	40,000	40,000	-	54,000	-	78,000	-	-	-	-	-	-	-	-	-	
Airport Business Park	MAR	435,000	-	-	-	-	-	87,000	87,000	87,000	87,000	87,000	-	-	-	-	-	-	-	-	
Lumberman's	MAR	1,000	-	-	1,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Seaside Office (Monterey Blues)	SEA	1,000	-	-	1,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Seaside Corp Yard Office	SEA	2,000	-	-	2,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
UC East Campus	UC/MCO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
UC Central South Campus	UC/MAR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
UC Central North & West Campus	UC/MAR	168,000	-	-	101,000	67,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)

TABLE 4  
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APPENDIX B

Community Facilities District Revenue 2 of 2

		2005-06 to		2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	Notes
Jurisdiction		2021-22 Total																				
<b>Industrial</b>																						
Airport Business Park	MAR	\$ 220,000	\$	\$	-	-	-	-	44,000	44,000	44,000	44,000	44,000	-	-	-	-	-	-	-	-	
Industrial -- City Corp. Yard	MRY	74,000			-	-	-	-	-	-	-	-	-	74,000	-	-	-	-	-	-	-	(5)
Industrial -- Public/Private	MRY	74,000			-	-	-	-	-	-	-	-	-	74,000	-	-	-	-	-	-	-	
Monterey County Light Ind.	MCO	284,000			-	-	-	-	-	29,000	29,000	29,000	29,000	29,000	29,000	29,000	29,000	52,000	-	-	-	
Seaside Corp Yard Shop	SEA	3,000			-	3,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)
UC Central North & West Campus	UC/MAR	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Retail</b>																						
Del Rey Oaks Retail	DRO	\$ 194,000	\$	\$	-	-	7,000	36,000	-	-	12,000	139,000	-	-	-	-	-	-	-	-	-	
Cypress Knolls	MAR	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
UC Central North & West Campus	UC/MAR	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
UC South Campus	UC/MAR	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
UC East Campus	UC/MCO	759,000			-	-	-	-	-	-	-	-	-	253,000	-	-	-	-	253,000	-	253,000	
UC Eight Street	UC/MCO	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Monterey County Retail	MCO	1,170,000			-	-	-	-	585,000	585,000	-	-	-	-	-	-	-	-	-	-	-	
East Garrison Retail	MCO	388,000			-	-	97,000	97,000	97,000	97,000	-	-	-	-	-	-	-	-	-	-	-	
Main Gate	SEA	6,122,000			-	-	3,061,000	3,061,000	-	-	-	-	-	-	-	-	-	-	-	-	-	
Main Gate Restaurants	SEA	194,000			-	-	97,000	97,000	-	-	-	-	-	-	-	-	-	-	-	-	-	
South of Lightfighter Dr (swap)	SEA	972,000			-	-	-	-	972,000	-	-	-	-	-	-	-	-	-	-	-	-	
Fire Station (swap)	SEA	486,000			-	-	-	-	486,000	-	-	-	-	-	-	-	-	-	-	-	-	
University Villages	MAR	6,474,000			-	5,899,000	352,000	223,000	-	-	-	-	-	-	-	-	-	-	-	-	-	
Shopette	SEA	146,000			-	-	-	146,000	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Hotel (rooms)</b>																						
Del Rey Oaks Hotel	DRO	\$ 3,964,000	\$	\$	-	-	-	454,000	454,000	-	-	175,000	2,008,000	655,000	218,000	-	-	-	-	-	-	
Del Rey Oaks Timeshare	DRO	838,000			-	-	-	-	-	-	-	262,000	314,000	262,000	-	-	-	-	-	-	-	
Marina Airport Hotel/Golf	MAR	3,056,000			-	-	-	-	-	3,056,000	-	-	-	-	-	-	-	-	-	-	-	
University Village	MAR	4,365,000			-	873,000	3,492,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Seaside Golf Course Hotel	SEA	2,881,000			-	-	2,881,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Seaside Golf Course Timeshares	SEA	1,485,000			-	-	-	437,000	611,000	-	-	-	-	-	-	-	-	-	-	-	-	
UC East Campus	UC/MCO	3,056,000			-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,056,000	-	-	
UC Central North & West Campus	UC/MAR	1,310,000			-	-	-	-	1,310,000	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Affordable Housing Adjustment</b>																						
Tier 1 (300 units)	300	\$ (11,158,000)	\$	\$	-	(1,320,000)	(2,813,000)	(2,508,000)	(2,266,000)	(842,000)	(189,000)	(141,000)	(191,000)	(203,000)	(104,000)	(581,000)	-	-	-	-	-	
Tier 2 (500 units)	500	(13,689,000)			-	(1,620,000)	(3,451,000)	(3,076,000)	(2,780,000)	(1,033,000)	(232,000)	(173,000)	(234,000)	(249,000)	(128,000)	(713,000)	-	-	-	-	-	
Tier 3 (300 units)	300	(8,214,000)			-	(972,000)	(2,070,000)	(1,846,000)	(1,668,000)	(620,000)	(139,000)	(104,000)	(141,000)	(149,000)	(77,000)	(426,000)	-	-	-	-	-	
Subtotal	1100	\$ (33,061,000)	\$	\$	-	(3,912,000)	(8,334,000)	(7,430,000)	(6,714,000)	(2,495,000)	(560,000)	(418,000)	(566,000)	(601,000)	(309,000)	(1,722,000)	-	-	-	-	-	
Total		\$ 234,633,000	\$	\$	-	28,236,000	60,209,000	48,997,000	46,166,000	17,657,000	3,465,000	3,272,000	5,825,000	4,935,000	2,103,000	10,125,000	29,000	52,000	3,309,000	-	253,000	

Note: FORA Basewide Community Facilities District special tax rates are shown below, inflated to January 2002 based on rate and method of apportionment. Totals in table may not add due to rounding.

	Adopted	Index	Effective July 1, '02	Index 02/03	Effective July 1, '03	Index 03/04	Effective July 1, '04	Index 04/05	Effective July 1, '05
New Residential (per du):	\$ 34,324	2.9%	\$ 35,319	1.8%	\$ 35,955	3.7%	\$ 37,285	5.0%	\$ 39,149
Existing Residential (per du):	10,320	2.9%	10,619	1.8%	10,810	3.7%	11,210	5.0%	11,771
Office & Industrial (per acre):	4,489	2.9%	4,629	1.8%	4,712	3.7%	4,886	5.0%	5,130
Retail (per acre):	92,768	2.9%	95,458	1.8%	97,176	3.7%	100,772	5.0%	105,811
Hotel (per room):	7,653	2.9%	7,875	1.8%	8,017	3.7%	8,314	5.0%	8,730
<b>Project-specific rates:</b>									
Cypress Knolls Housing (total)	\$ 4,638,400	2.0%	\$ 4,731,168	2.0%	\$ 4,825,791	2.0%	\$ 4,922,307	2.0%	\$ 5,020,753
Hayes Housing (per unit)	24,324	NA	25,319	NA	26,955	NA	27,285	NA	29,148

(1) CFD special taxes are not applicable to public agencies. However, revenues could be raised through a special assessment district or negotiated arrangement if the property remains under State ownership, or through possessory interest if the property is leased to a private entity. No CFD revenue will be assumed for the purposes of this analysis; nevertheless, they should be paying possessory interest. For UC parcels, special tax waived in lieu of UC funding habitat management costs. Spreadsheet assumes CFD fees from the 130 new units.

(2) For Preston Park and Abrams B, project leased and special tax paid when project sold (FY 2013-14).

(3) Assumes existing non-profit and public housing units pay no special tax. Assumes Abrams (194), Bayonet (25), and Lexington (12) units pay special tax when sold in FY 2006-07.

(4) Assume project never redeveloped and no CFD special tax applied.

(5) Assumes 100 percent private use; no public uses.

Sources: MuniFinancial.

APPENDIX B

Land Sales Revenue 1 of 2

		2005-06 to		2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
Jurisdiction		2021-22 Total	2004-05																	
<b><u>New Residential</u></b>																				
Marina Heights	MAR																			
Townhome	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Cluster Market/Bridge	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Market A	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Market B	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Estates	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Subtotal		\$ 5,300,000	N/A	\$ 5,300,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Cypress Knolls	MAR	\$ 5,000,000	N/A	N/A	\$ 5,000,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
University Villages	MAR																			
Alley	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Glens	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Carriage	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Standard	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Townhome	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Duets	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Duets - Low/Mod/Workforce	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Patio Homes - Low	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Apartments - Low/Very Low	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Subtotal		\$ 24,000,000	N/A	\$ 3,000,000	\$ 7,650,000	\$ 13,350,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
UC 8th Street	UC/MCO	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
East Garrison																				
Market rate	MCO	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Affordable	MCO	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Subtotal		\$ 7,000,000	N/A	\$ 7,000,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
UC East Campus - SF	UC/MCO	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UC East Campus - MF	UC/MCO	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Seaside Brostrom	SEA	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Seaside Highlands	SEA	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Seaside Resort Housing	SEA	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Seaside Resort Affordable (Sunbay)	SEA	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Seaside Housing (eastside)	SEA	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Chispa	SEA	2,000,000	N/A	N/A	N/A	2,000,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
State Parks Housing	SEA	250,000	N/A	N/A	\$ 250,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Workforce Housing (Lightfighter Dr)	SEA	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Eucalyptus Housing (5DU/acre)	SEA	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH Affordable	SEA	288,000		-	-	288,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Del Rey Oaks																				
Golf Villas	DRO	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Patio Homes	DRO	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Condos/Workforce	DRO	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Townhomes/Senior Casitas	DRO	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Workforce	DRO	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Senior - Casitas	DRO	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Timeshare	DRO	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Subtotal		\$ 5,000,000	N/A	N/A	N/A	\$ 5,000,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Other Residential	Various	1,519,000		-	-	-	-	-	-	-	-	-	-	-	1,519,000	-	-	-	-	-
<b><u>Existing/Replacement Residential</u></b>																				
Preston Park	MAR	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Cypress Knolls	MAR	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Abrams B	MAR	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Interim Inc	OTR	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Chispa	SEA	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sunbay	SEA	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Brostrom	SEA	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b><u>Office</u></b>																				



APPENDIX B

Land Sales Revenue 2 of 2

		2005-06 to																		
Juris-diction		2021-22 Total	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
Del Rey Oaks Office	DRO	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Monterey City Office	MRY	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Monterey County Office	MCO	431,000	-	-	-	-	-	-	133,000	-	133,000	-	-	165,000	-	-	-	-	-	-
East Garrison	MCO	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
University Villages	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Airport Business Park	MAR	4,295,000	-	-	-	-	-	859,000	859,000	859,000	859,000	859,000	-	-	-	-	-	-	-	-
Lumberman's	MAR	1,100,000	N/A	\$ 1,100,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Seaside Office (Monterey Blues)	SEA	8,000	-	-	8,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Seaside Corp Yard Office	SEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UC East Campus	UC/MCO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UC Central South Campus	UC/MAR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UC Central North & West Campuses	UC/MAR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b><u>Industrial</u></b>																				
Airport Business Park	MAR	\$ 1,550,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 310,000	\$ 310,000	\$ 310,000	\$ 310,000	\$ 310,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Industrial -- City Corp. Yard	MRY	517,000	-	-	-	-	-	-	-	-	-	-	517,000	-	-	-	-	-	-	-
Industrial -- Public/Private	MRY	517,000	-	-	-	-	-	-	-	-	-	-	517,000	-	-	-	-	-	-	-
Monterey County Light Ind.	MCO	2,023,000	-	-	-	-	-	-	207,000	207,000	207,000	207,000	207,000	207,000	207,000	207,000	367,000	-	-	-
Seaside Corp Yard Shop	SEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UC Central North & West Campuses	UC/MAR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b><u>Retail</u></b>																				
Del Rey Oaks Retail	DRO	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Cypress Knolls	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
UC Central North & West Campuses	UC/MAR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UC South Campus	UC/MAR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UC East Campus	UC/MCO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UC Eight Street	UC/MCO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Monterey County Retail	MCO	966,000	-	-	-	-	-	483,000	483,000	-	-	-	-	-	-	-	-	-	-	-
East Garrison Retail	MCO	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Main Gate	SEA	5,054,000	-	-	-	2,527,000	2,527,000	-	-	-	-	-	-	-	-	-	-	-	-	-
Main Gate Restaurants	SEA	160,000	-	-	-	80,000	80,000	-	-	-	-	-	-	-	-	-	-	-	-	-
South of Lightfighter Dr (swap)	SEA	802,000	-	-	-	-	-	802,000	-	-	-	-	-	-	-	-	-	-	-	-
Fire Station (swap)	SEA	401,000	-	-	-	-	-	401,000	-	-	-	-	-	-	-	-	-	-	-	-
University Villages	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Shopette	SEA	120,000	-	-	-	-	120,000	-	-	-	-	-	-	-	-	-	-	-	-	-
<b><u>Hotel (rooms)</u></b>																				
Del Rey Oaks Hotel	DRO	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Del Rey Oaks Timeshare	DRO	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Marina Airport Hotel/Golf	MAR	1,722,000	-	-	-	-	-	-	1,722,000	-	-	-	-	-	-	-	-	-	-	-
University Village	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Seaside Golf Course Hotel	SEA	1,624,000	-	-	-	1,624,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Seaside Golf Course Timeshares	SEA	836,000	-	-	-	246,000	246,000	344,000	-	-	-	-	-	-	-	-	-	-	-	-
UC East Campus	UC/MCO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UC Central North & West Campuses	UC/MAR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		\$ 72,483,000	\$ -	\$ 16,400,000	\$ 12,908,000	\$ 25,115,000	\$ 2,973,000	\$ 3,199,000	\$ 3,714,000	\$ 1,376,000	\$ 1,509,000	\$ 1,376,000	\$ 1,241,000	\$ 372,000	\$ 1,726,000	\$ 207,000	\$ 367,000	\$ -	\$ -	\$ -

Note: FORA and local jurisdiction split land sales revenue 50/50 with FORA paying sales costs from its share. Actual land sales revenue may vary from that shown here and will be determined by appraisal at time of sale. The per unit values assumed here have not been updated since 1999 and therefore are probably lower than current market values.

Sources: Economic & Planning Systems "Due Diligence" memorandum to FORA Board, July 21, 1999; MuniFinancial.

# Appendix C

## **EXECUTIVE SUMMARY**

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### **PURPOSE OF THE STUDY**

The 2003 FORA Capital Improvement Program (CIP) acknowledges the need to revisit the 1997 TAMC Fort Ord Transportation Study to assess the validity of FORA-listed transportation obligations required by the Fort Ord Base Reuse Plan (BRP). The reasons for the review and reassessment of FORA's obligations as determined in the 1997 TAMC study are as follows:

- The previously defined FORA transportation obligations may no longer be consistent with the projects included in the Regional Transportation Plan (RTP).
- Current City and County plans may no longer include certain projects that were part of the 1997 FORA obligations.
- Current specific plans for development at former Fort Ord may not include the same land use patterns or local road networks assumed in the prior study.

The present study addresses these concerns by running a new traffic analysis with current land use and road network data and projections. The study results in a proposed reallocation of projected FORA fee revenue for use in implementing transportation improvement projects that are better able to mitigate future traffic conditions at former Fort Ord and in the surrounding region.

### **STUDY METHODOLOGY**

The study uses the recently updated AMBAG Travel Demand Model and reflects current land use planning efforts by the jurisdictions at former Fort Ord. The Travel Demand Model, which was updated in 2004, includes more recent travel survey data to document travel demand and existing traffic conditions throughout the region, including not only the three

AMBAG counties, but Santa Clara County, as well. The model also incorporates an updated economic forecast for the region.

Specific to former Fort Ord, the study includes the most current Master Plan for CSUMB as well as the specific plans for Marina Heights, Cypress Knolls, Seaside Highlands and East Garrison. Overall, the growth projections are consistent with AMBAG's current land use forecast, and are also consistent with the Fort Ord Base Reuse Plan for the former Fort Ord area. However, within the total development envelope under the Base Reuse Plan, the study reflects the current pattern of development and the actual road networks included in the specific plans and other City and County plans.

The study uses 2000 as the base years and then constructs a future No-Build scenario for the year 2030<sup>1</sup>. This scenario includes all projects that are currently built or fully funded and in the EIR stage. Against this future backdrop, using a consistent land use projection, four other road network scenarios were tested to determine the best combination of road improvements to mitigate future traffic conditions. The following list of projects represent this best-case scenario. The first two sets of projects, inside and outside of former Fort Ord, represent the No-Build Scenario. The third set represents the additional projects, most of which are included in the FORA fee reallocation.

The No-Build Scenario includes the following changes from the Year 2000 Network:

#### **Inside Fort Ord**

- 12th Street Realignment (Imjin Pkwy)
- 2nd Ave, from Lightfighter to Crescent Ct-Abrams Rd

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<sup>1</sup> About 1,350 dwelling units, or 20 percent of the remaining development at Former Fort Ord, are projected to occur after 2030. This development is also included in the analysis as a Buildout scenario.

- Abrams Rd, from Crescent Ct to 2nd Ave
- Crescent Ct. extension to Abrams Rd
- California Ave, from Tamara Ct to Imjin Pkwy
- Eucalyptus Rd
- General Jim Moore Blvd, from Normandy to Coe
- Imjin Rd, from Reservation to Neeson
- Blanco Rd, from Reservation to Salinas River Bridge
- 8th Street, from SR 1 overpass to Inter-Garrison

### **Outside Fort Ord**

- Climbing lane SR 1 Carmel
- SR 68 added lanes at Ragsdale
- Del Monte added lanes in Monterey
- River Rd added lanes
- Elvee Dr in Salinas, new road
- Natividad Rd added lanes
- Sanborn Rd added lanes
- Presidio of Monterey related network changes
- Several projects in Santa Cruz and San Benito Counties

### **Additional Program Elements**

- Drop Reservation and Del Monte Widening projects in Seaside and Marina
- Drop Imjin Connector
- Drop new alignment of Reservation @ East Garrison
- Hwy 1 Sand City widening
- Drop Blanco Rd. widening from Marina to Salinas
- Reservation/Davis Widening from Marina to Salinas
- Intergarrison upgrade
- Gigling upgrade
- Add SR 1 Interchange at Monterey Rd
- Reroute Eastside Road



## PROPOSED FORA FEE REALLOCATION

With the completion of the deficiency analysis, the study team conducted a select link analysis to identify the origins and destinations of traffic on the above road network. This provided a basis for understanding the impact of development at former Fort Ord on the projects to be funded. The study team conducted a nexus analysis similar to that completed for the 1997 FORA traffic mitigation program and also considered other funding scenarios that prioritized projects that could be fully funded through the FORA fee program vs those that require additional funding from other sources. The table below (Exhibit A) summarizes the proposed funding allocations and compares it to the existing FORA CIP funding program. When adopted, the fee reallocation figures in the right-hand column would replace the CIP figures in the middle column.

In this allocation scenario, ten of the eighteen projects in the program receive full funding from the FORA fees. Overall, local projects receive \$63.0 million while offsite and regional projects receive \$41.2 million.

In several cases, the projects now included in the analysis are different than the projects included in the CIP; however, the new projects better mitigate the projected impacts based on current land use and circulation plans. For example, the FORA CIP includes the Highway 68 Bypass project, which is no longer included in TAMC's Regional Transportation Plan. However, the proposed improvements to General Jim Moore Blvd as well as the new Eastside Road will carry the traffic instead.

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EXHIBIT A Existing and Proposed FORA Fee Allocation			
Project ID	Project Description	2003 Adopted FORA CIP	2005 Proposed Fee Reallocation
<b>Regional Improvements</b>			
R3	Hwy 1-Seaside Sand City	\$8,061,764	\$15,282,247
New	Hwy 1- Monterey Road Interchange		\$2,496,648
R6	Hwy 68 Bypass Fwy	\$22,741,732	
New	Hwy 156 - Freeway upgrade		\$7,092,169
New	Hwy 68 Operational Improvements		\$223,660
R9	Hwy 218 Widening	\$2,053,054	
<b>Subtotal Regional</b>		<b>\$32,856,550</b>	<b>\$25,094,724</b>
<b>Off-Site Improvements</b>			
1	Davis Rd n/o Blanco	\$7,016,254	\$506,958 [a]
2	Davis Rd New Bridge	\$2,557,091	
New	Davis Rd, s/o Blanco		\$8,654,502
3b	Widen Bridge, Blanco to Alisal	\$5,706,893	
4c	New 4 lane from Res to Watkins Gt	\$6,397,294	\$3,813,916 [b]
New	Widen Reservation, Watkins Gt to Davis		\$2,216,321
5	Del Monte-Seaside & Monterey	\$4,308,005	
6	Del Monte-Marina	\$5,102,561	
8	Crescent Ave	\$906,948	\$906,948
<b>Subtotal Off-Site</b>		<b>\$31,995,046</b>	<b>\$16,098,644</b>
<b>On-Site Improvements</b>			
FO1 [b]	Gateway & Misc Safety Improvements	\$5,330,485	
FO2	Abrams	\$759,570	\$759,570
FO4	Blanco/Imjin Connector	\$5,139,375	
FO5	8th Street	\$4,092,120	\$4,340,000 [c]
FO6	Intergarrison	\$4,796,750	\$4,260,000 [d]
FO7	Gigling	\$4,058,395	\$5,722,640 [d]
FO8 [e]	2nd Ave	\$0	
FO9	General Jim Moore Blvd	\$3,480,995	\$24,065,000 [f]
FO11	Salinas Ave	\$3,038,277	\$3,038,277
FO12	Eucalyptus Rd	\$3,192,565	\$5,800,000 [d]
FO13	Eastside Rd	\$5,490,162	\$12,536,370
New	South Boundary Road upgrade (remains 2 lanes)		\$2,515,064
<b>Subtotal On-Site</b>		<b>\$39,378,694</b>	<b>\$63,036,921</b>
<b>Grand Total</b>		<b>\$104,230,290</b>	<b>\$104,230,290</b>

Footnotes

[a] New project includes widening only south of Hwy 183 bridge to Blanco.

[b] Project # FO1: \$1,102,139 in 2006/07 is to be applied to the East Garrison Gateway Improvement Project. The \$469,816 per year nine-year distribution (2007/08-2015/16) is to be applied to continue any necessary safety and rehabilitation improvements.

[c] New project extends from 2nd Ave. to Intergarrison rather than from US101.

[d] New cost estimate.

[e] Project # FO8: FORA's obligation on this project (\$6.6 mil.) is already met and the project has been constructed.

[f] New project includes 4-lane widening from Normandy to McClure.

The current FORA CIP has more funds allocated to regional projects than does the recommended reallocation. Currently, FORA has programmed \$32.8 million for regional facilities and \$71.4 million for local/offsite projects (not including 2nd Avenue). The proposed reallocation would shift about \$7.5 million from regional to local/offsite projects. TAMC's planned ½ cent countywide transportation sales tax and its proposed regional development impact fee, as well as anticipated state and federal revenues, are required to fill this gap in funding in order to raise enough funding to construct the regional projects.

### **RELATIONSHIP TO TAMC 14-YEAR PLAN AND LOCAL IMPROVEMENT PLANS**

TAMC has adopted a \$1 billion 14-year investment plan, which is a subset of the 25-year Regional Transportation Plan (RTP). The 14-year plan anticipates a certain level of FORA fees, as well as state, federal and other local funds. TAMC's analysis concluded that the proposed reallocation of FORA fees would provide sufficient funding for construction of the regional projects when combined with the other anticipated revenue sources.

However, the timing of the FORA fees will be a critical factor. For some of the regional projects, FORA fees will be needed to pay for the initial stages of project design and planning. TAMC and FORA staff will need to coordinate their planning to assure that FORA fee revenues can be provided when needed for the regional projects.

This kind of coordination needs to extend as well to the other jurisdictions involved at former Fort Ord. In some cases, such as the Highway 1/Seaside interchange, additional funding will be required from non-FORA, non-regional sources. It must also be presumed that projects built with the FORA fees will be suitably coordinated with other local improvements by the cities and the county and that all roads funded under the program will be open and available to receive their projected share of traffic. The FORA fee

program and the RTP cannot mitigate the traffic impact of development at former Fort Ord unless the new facilities are functioning and open to the public as intended.

## CONCLUSION

While the magnitude of projected future development at the former Fort Ord has not changed since the Base Reuse Plan was adopted in 1997, the pattern of development and the related circulation system has been refined from previous plans. The traffic modeling conducted for this study demonstrates that future traffic conditions can be more effectively mitigated by changing certain traffic improvement projects included in the plan, and by shifting funding priorities within the plan.

With updated cost estimates for these projects and others included in the FORA CIP, there is an opportunity to focus more squarely on fully funding the local projects that would service the development paying the FORA fees. The fee revenue is dependent upon development and the local road network must be in place to support that development. The proposed FORA Fee reallocation would fully fund all ten of the local onsite transportation projects on the former Fort Ord.

The proposed fee reallocation would shift about \$7.5 million from regional projects to local/offsite projects. However, with proper coordination between TAMC and FORA, the FORA fee revenues available for the regional projects identified in this study can be applied as needed to facilitate upfront planning and engineering costs and, thus, contribute sufficiently to the completion of the regional projects.

## APPENDIX D

### FORA DEVELOPMENT FEE ALLOCATION AGAINST OBLIGATIONS ('05-06 TO '21-22) I. ALLOCATION OF FEES AGAINST OBLIGATIONS

Forecast Revenues from Developer Fees (1)		%	\$
<u>Cost Per Capital Projects:</u>	\$ 239,758,000	Per Project	Per \$1
1 Transportation/Transit	120,535,157	50.27%	0.5027
2 Potable Water Augmentation	37,000,000	15.43%	0.1543
3 Storm Drainage System	-	0.00%	0.0000
4 Habitat Management	12,883,307	5.37%	0.0537
5 Fire Rolling Stock	1,044,000	0.44%	0.0044
6 Other Costs & Contingencies (2)	68,295,536	28.49%	0.2849
<b>Totals</b>	<b>\$ 239,758,000</b>	<b>100.00%</b>	<b>1.0000</b>

### II. ALLOCATION TO TRANSPORTATION/TRANSIT

Transportation Costs - FORA Share	\$ 120,535,157		
Allocation of DF to Transportation	\$ 0.5027	(Per Dollar)	
<u>Transportation Project Obligations</u>	<u>FORA Cost/Project</u>	<u>Allocation to Projects</u>	
		%	\$
<b>Regional Highway Projects</b>			
R3 Hwy 1-Seaside Sand City	\$16,336,720	13.55%	0.0681
R10 Hwy 1-Monterey Rd. Interchange	\$2,668,917	2.21%	0.0111
R11 Hwy 156-Freeway Upgrade	\$7,581,529	6.29%	0.0316
R12 Hwy 68-Operational Improvements	\$239,093	0.20%	0.0010
Sub-total Regional	26,826,258	22.26%	0.1119
<b>Off-Site Improvements</b>			
1 Davis Rd n/o Blanco	\$541,938	0.45%	0.0023
2B Davis Rd s/o Blanco	\$9,251,663	7.68%	0.0386
4D Widen Reservation-4 lanes to WG	\$4,077,076	3.38%	0.0170
4E Widen Reservation, WG to Davis	\$2,369,247	1.97%	0.0099
8 Crescent Ave extend to Abrams	\$969,527	0.80%	0.0040
Sub-total Off-Site	17,209,452	14.28%	0.0718
<b>On-Site Improvements</b>			
F02 Abrams	\$811,979	0.67%	0.0034
F05 8th Street	\$4,639,460	3.85%	0.0194
F06 Intergarrison	\$4,553,940	3.78%	0.0190
F07 Gigling	\$6,117,502	5.08%	0.0255
F09B GJM Blvd-Normandy to McClure	\$5,653,981	4.69%	0.0236
F09C GJM Blvd-McClure to S Boundary	\$17,745,400	14.72%	0.0740
F11 Salinas Ave	\$3,247,917	2.69%	0.0135
F12 Eucalyptus Rd	\$5,789,500	4.80%	0.0241
F13B Eastside Rd (New alignment)	\$13,401,380	11.12%	0.0559
F14 S Boundary Road Upgrade	\$2,688,603	2.23%	0.0112
Sub-total On-Site	\$64,649,662	53.64%	0.2696
<b>Total Transportation</b>	<b>108,685,372</b>	<b>90.17%</b>	<b>0.4533</b>
<u>Transit Capital Obligations</u>			
T3 Transit Vehicle Purchase & Replacement	6,732,833	5.59%	0.0281
T22 Intermodal Centers	5,116,952	4.25%	0.0213
<b>Total Transit</b>	<b>11,849,785</b>	<b>9.83%</b>	<b>0.0494</b>
<b>Grand Totals</b>	<b>\$ 120,535,157</b>	<b>100.00%</b>	<b>0.5027</b>

Notes:

- (1) Balance of \$239,758,000 includes projected CFD revenues from FY '05-06 to FY '21-22 of \$234,633,000 and carryover balance from FY '04-05 of \$5,125,000.
- (2) Please refer to Table 3, page 15, notes 2- 4.