

Fort Ord Reuse Authority



**FY 2011/2012 through 2021/2022
Capital Improvement Program**

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I EXECUTIVE SUMMARY

1) Overview

This Fort Ord Reuse Authority ("FORA") Capital Improvement Program ("CIP") is responsive to 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 best at-the-time forecasts of expected development.

The current CIP document (FY 2011/12 – FY 2021/22) has been updated with the most current forecasts of development anticipated by the FORA land use jurisdictions. 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.

By State law, FORA is scheduled 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 (FY 2011/12 – FY 2021/22). 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. A March 8, 2010 revision incorporated additional protocol by which projects could be prioritized or placed in time. The Board is asked to approve this CIP (FY 2011/12 – FY 2021/22) as revised, via the review protocol. That approval will affirm project priorities of the CIP.

On May 13, 2011 the FORA Board approved a 27% Community Facilities District ("CFD") / Developer Fee reduction, which is reflected herein.

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 2011, applying the Engineering News Record ("ENR") Construction Cost Index ("CCI") factor of 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 developer fees and land sale (and lease) proceeds. These primary sources can be augmented by tax increment revenue. The current FORA developer fee policy has been structured to accommodate CIP costs of Transportation/Transit projects, Habitat Management obligations, Water Augmentation, Storm Drainage System improvements and Fire Fighting Enhancement improvements. The developer fee policy adopted by the Board in 1999 was implemented by the formation of the FORA basewide Community Facilities District. 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 \$70M in capital improvements, predominantly funded by grants received from the US Department of Commerce, Economic Development Administration ("EDA"), FORA CFD fees, loan proceeds, tax increment, and a FORA bond issue. \$63M was applied directly against FORA obligations and \$7M funded capital improvements instrumental to base reuse, such as improvements to the water and wastewater systems. In addition to the \$70M in capital improvements, close to \$6M has been expended against Habitat Management, Fire Fighting Enhancement and Water Augmentation obligations.

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 major sources of revenue utilized to date include developer fees, land sales, grants, tax increment, and loan proceeds. As these revenues are collected and employed to offset obligations, use of these funds will continue to be enumerated in Tables 1 and 3.

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, Water Augmentation, Storm Drainage, Habitat Management, Fire Fighting Enhancement and Building Removal. The first five elements noted are to be funded by developer 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 Elements

During the preparation of the BRP and the associated Final Environmental Impact Report ("FEIR"), the Transportation Agency for Monterey County ("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.

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. 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



Eucalyptus Road – Phase II

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 complete study can be found online at www.fora.org, under the Documents menu.

FORA's work with TAMC and AMBAG resulted in the refined list of FORA transportation obligations that are synchronous with the TAMC Regional Transportation Plan ("RTP"). Figure 1 illustrates the refined FORA transportation obligations that are further defined in Table 1.

Transit

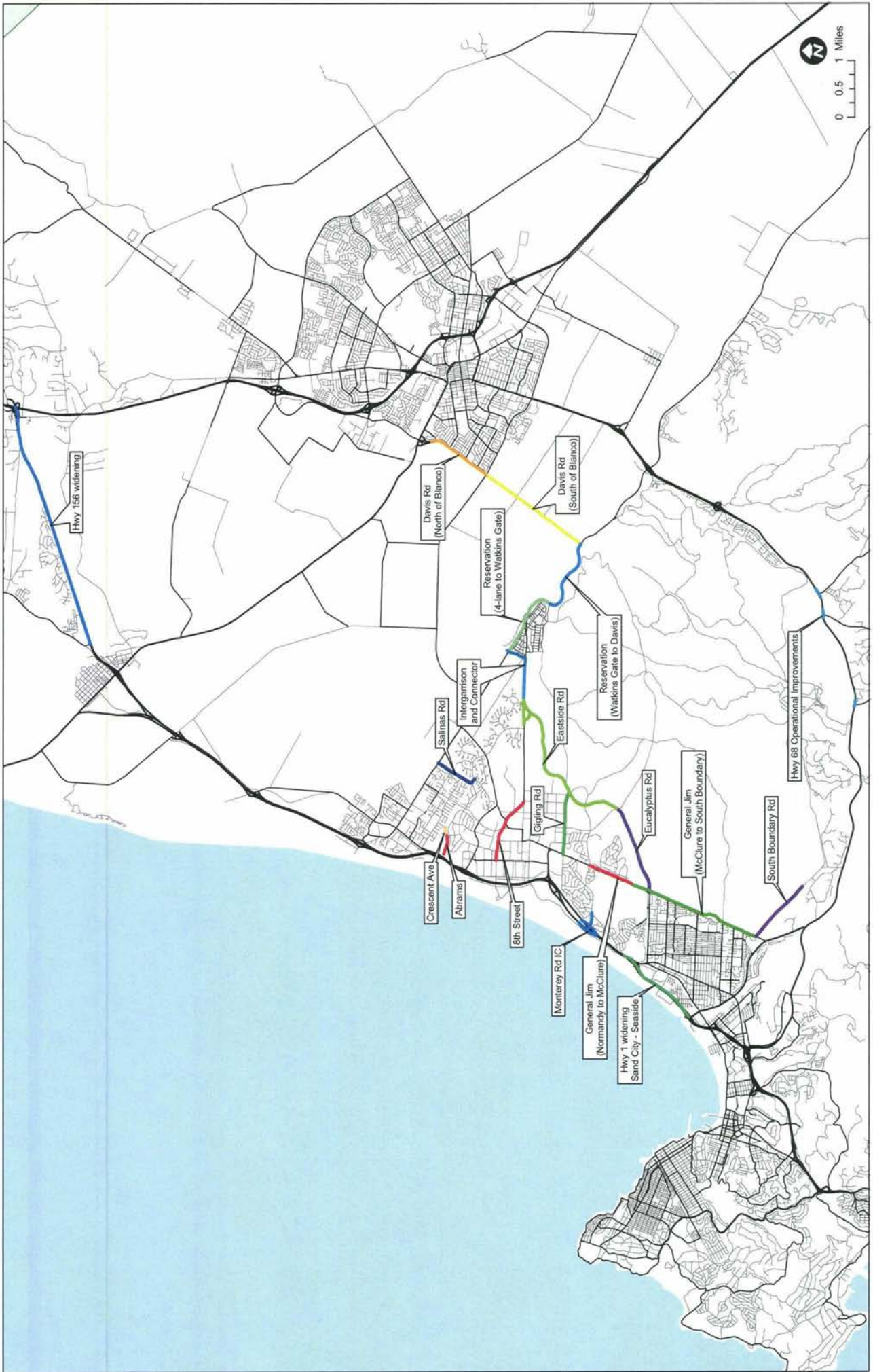
The transit obligations enumerated in Table 1 remain unchanged from the 1997 TAMC Study and adopted BRP. However, current long range planning by TAMC and Monterey-Salinas Transit ("MST") reflect an alternate route to the multi-modal corridor than denoted in the BRP. The BRP currently provides for a multi-modal corridor along the Imjin Parkway/Blanco Road corridor serving to and from the Salinas area to the TAMC/MST intermodal center planned in the Dunes on Monterey Bay area in the City of Marina portion of the former Fort Ord. Long range planning for transit service focuses on the alternative Intergarrison / Reservation / Davis Roads corridor to fulfill transit service needs between the Salinas area and the proposed intermodal center in the Dunes on Monterey Bay area.

A series of stakeholder meetings have been conducted to advance adjustments and refinements to the proposed multi-modal corridor plan-line. Stakeholders include, but are not limited to, TAMC, MST, FORA, City of Marina, Monterey County, California State University Monterey Bay ("CSUMB"), University of California Monterey Bay Education, Science and Technology Center ("UCMBEST") and Golden Gate University ("GGU"). The stakeholders completed a Memorandum of Agreement ("MOA") outlining the new alignment of the multi-modal transit corridor plan line in February 2010. Since all stakeholders have signed the MOA, the FORA Board designated the new alignment and rescinded the original alignment on December 10, 2010.

Lead Agency Status

FORA has served as lead agency in accomplishing the design, environmental approval and construction activities for all capital improvements considered basewide obligations under the BRP and this CIP. As land transfers continue and development gains momentum, certain basewide capital improvements will be advanced by the land use jurisdictions and/or their developers.

As of this writing, reimbursement agreements are in place with Monterey County and the City of Marina for several requisite transportation projects. Other like agreements may be structured as development projects are implemented and those agreements will be noted for the record herein.



b) Water Augmentation

The Fort Ord BRP identifies availability of water as a resource constraint. The BRP anticipated build out development density utilizes the 6,600 acre-feet per year ("AFY") of available groundwater supply, as described in BRP Appendix B (PFIP section p 3-63). In addition to groundwater supply, the BRP requires an estimated 2,400 AFY augmentation to achieve the permitted development level as reflected in the BRP (Volume 3, figure PFIP 2-7).

FORA has worked with Marina Coast Water District ("MCWD") to implement an appropriate water augmentation program. Following a comprehensive two-year process of evaluating viable options for water augmentation, the MCWD Board of Directors certified, in October 2004, a program level Environmental Impact Report ("EIR") analyzing 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 (under the Engineering tab).

In June 2005, MCWD staff and consultants, working in concert with FORA staff and Administrative Committee, recommended the hybrid project to FORA and MCWD Boards of Directors. Additionally, FORA staff recommended increasing FORA-CIP water augmentation funding from the 2005 indexed \$20M value to approximately \$37M, removing \$17M from the MCWD capital improvement program to avert capital charge increases.

Several factors required reconsideration of the water augmentation program. Those factors included increased augmentation program project costs (as designs were refined); MCWD and the Monterey Regional Water Pollution Control Agency ("MRWPCA") negotiations regarding the recycled component of the project were not accomplished by summer 2008; and the significant economic downturn. These factors deferred the need for the augmentation program and provided an opportunity to consider the "Regional Plan" as the preferred project for the water augmentation program. This project appears to be better for the environment and considerably less expensive than other evaluated augmentation proposals. Appendix C herein provides a description of the Regional Plan from which the augmenting source of water for the former Fort Ord would be derived.

At the April 2008 FORA Board meeting, the Board endorsed the Regional Plan as the preferred plan to deliver the requisite 2,400 AFY of augmenting water to the 6,600 AFY groundwater entitlements. Since that time, the Regional Plan has been designated by the State Public Utilities Commission as the preferred environmental alternative and an agreement in principal to proceed entered into by Cal-Am, MCWD and MRWPCA. There are still permitting, financing and regulatory hurdles to clear before the project is realized.

c) Storm Drainage System Projects

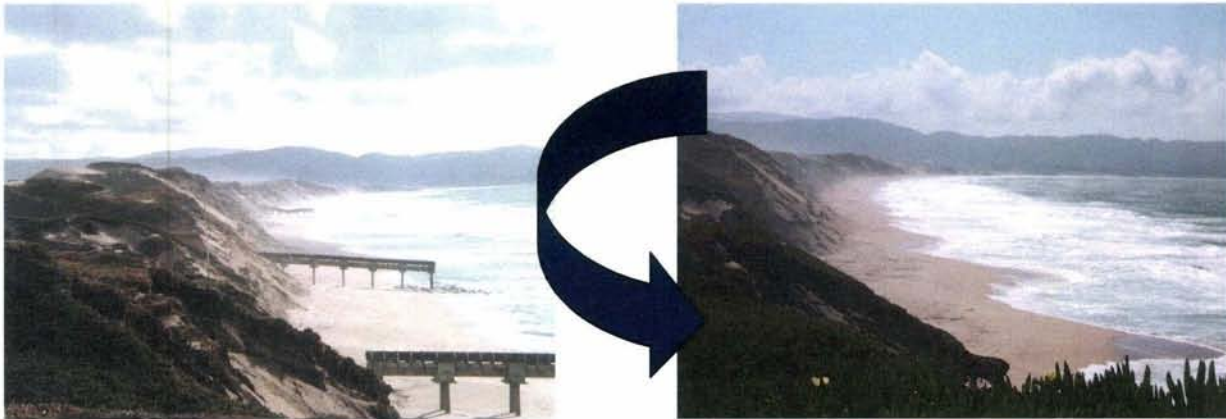
The adopted BRP recognized the need to eliminate the discharge of storm water runoff from the former Fort Ord to the Monterey Bay National Marine Sanctuary ("Sanctuary"). In addition, the BRP FEIR specifically addressed the need to remove the four storm water outfalls that discharged storm water runoff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

Section 4.5 of the FEIR, Hydrology and Water Quality, contains the following obligatory Conservation 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 herein therefore reflects this obligation as having been met.



Storm drainage outfall removal – Before and After

d) Habitat Management Requirements

The BRP Appendix A, Volume 2 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 implementation of the HMP. For the HMP to be implemented to allow FORA and its member agencies to meet the requirements of the Endangered Species Act, the California Endangered Species Act, and other statutes, the U.S. Fish and Wildlife Service ("USFWS") and the California Department of Fish and Game ("CDFG") must approve the Fort Ord Habitat Conservation Plan ("HCP") and its funding program.

Previously, FORA's Habitat Funding obligations under the HCP were believed to be \$1.5M upfront funding (comprised of \$1.3M in borrowed funds and \$200K in secured funds) for initial management, planning, capital costs and Habitat Conservation Plan preparation, and additionally, as development takes place and developer fees paid, FORA has earmarked \$1 out of every \$4 collected to build to a total endowment of principal funds necessary to produce an annual income sufficient to carry out required habitat management responsibilities in perpetuity. The original estimate was developed by an independent consultant retained by FORA and totaled \$6.3M.

The financing plan is 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 the Cooperative's (the future HCP Joint Powers Authority) habitat lands by qualified non-profit habitat managers. The Cooperative will secure the services of appropriately experienced habitat manager(s) via a formal selection process. 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.

Based upon recent conversations with the regulatory agencies, it has become apparent that the Habitat Management obligations will increase beyond the costs noted above. Therefore, this document contains a \pm \$36.5M line item of forecasted requisite expenditures. As part of the FY 2010-11 FORA CIP Review process conducted by Economic & Planning Systems, TAMC, and FORA and the FORA Board's April 8, 2011 direction, \$17.5 million has been held as a CIP contingency for additional habitat management costs should the assumed earnings rate for the \$36.5 million endowment be less than the current 4.5% assumption. USFWS and CDFG are the final arbiters as to what the final

endowment amount will be, with input from FORA and its contractors/consultants. It is expected that the final endowment amount will be agreed upon in the upcoming fiscal year as part of the Phase II CIP Review Study.

e) Fire Fighting Enhancement Requirements

In July 2003, 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 through 2013/14. Once the lease payments, funded by developer fees, 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 were utilized during the Parker Flats habitat burn in 2005

f) Building Removal Program

As a basewide obligation, the BRP includes the removal of building stock to make way for redevelopment in certain areas of the former Fort Ord. Building removal is funded from land sale revenue and/or credited against land sale valuation. Two Memorandums of Agreement ("MOA") have been finalized for these purposes, as described below:

In August 2005 FORA entered into an MOA with the City of Marina Redevelopment Agency and Marina Community Partners ("MCP"), assigning FORA \$46M in building removal costs within the Dunes on Monterey Bay project area and MCP the responsibility for the actual removal. FORA paid \$22M and MCP received credits of \$24M for building removal costs against FORA's portion of the land sale proceeds. Building removal will be completed as directed by the City of Marina and MCP to support future phases of development. In February 2006 FORA entered into an MOA with Monterey County, the Monterey County Redevelopment Agency and East Garrison Partners ("EGP"). In this MOA, EGP agreed to undertake FORA's responsibility for removal of certain buildings in the East Garrison specific plan area for which they received a credit of \$2.1M against FORA's portion of land sale proceeds. Building removal in the East Garrison project area is now complete. Since this agreement was made, the property was acquired by a new entity who is complying with the financial terms of the MOA.

In these agreements, the hierarchy of building reuse is observed – the FORA Board policy that prioritizes the most efficient reuse of obsolete buildings by focusing on renovation and reuse in place; relocation and renovation; deconstruction and reuse of building materials; and, mechanical demolition with aggressive recycling.

FORA's remaining building removal obligations include the former Fort Ord stockade within the City of Marina (\pm \$2.2M) and buildings in the City of Seaside's Surplus II area (\pm \$4M). FORA will continue to work closely with the Cities of Marina and Seaside as new specific plans are prepared for those areas. Revenue and expenditure details are included in Table 3 of this document.

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 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.

In 1997, the FORA Board 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 FORA 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. Capital improvements for system(s) operations and improvements are funded by customer rates, fees and charges. Capital improvements for the system(s) are approved on an annual basis by the MCWD and FORA Boards as outlined above. Therefore, the water and wastewater capital improvements are not duplicated in this document.

h) Property Management and Caretaker Costs

During the FORA CIP Review process in FY 10/11, FORA jurisdictions expressed concern over accepting 1,200+ acres of former Fort Ord habitat properties without sufficient resources to manage them. Since the late 1990's, FORA carried a CIP contingency line item for "caretaker costs." The recent CIP Review identified \$16M in FORA CIP contingencies to cover such costs. These obligations are not BRP required California Environmental Quality Act mitigations, but are considered basewide obligations (similar to FORA's additional water augmentation program contribution and building removal obligation). In order to reduce contingencies, this \$16M item was excluded from the CIP cost structure used as the basis for the 2011-12 CFD Special Tax fee reductions.

However, the Board recommended that a "FORA Reimbursements" line item be added as a land sales obligation to cover basewide property management costs, should they be demonstrated. The rationale is that over the past 12 years, FORA used approximately \$12.2M from land sales proceeds to fund CIP projects. "FORA Reimbursements" added as a CIP cost item would allow repayment of the \$12.2M of land sales revenue to apply to jurisdictional property management/caretaker costs, should they be demonstrated. \$20,000 is currently shown as a property management/caretaker expense in FY 11/12 which is FORA's contribution to the Fort Ord Regional Habitat Area Master Plan effort. The remaining expenses in this category (FY 12/13 through FY 21/22) are planning numbers and are not based on identified costs.

III. FY 2011/2012 THROUGH 2021/22 CAPITAL IMPROVEMENT PROGRAM

a) Background Information/Summary Tables

Table 1 graphically depicts fiscal offsets of completed projects that have reduced the BRP obligations. Since 1995, FORA has advanced approximately \$70M in capital projects and BRP obligations. These projects have been predominantly funded by EDA grants, loan proceeds and developer fees. Developer fees should begin 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. Table 1 footnotes detail the source of funds (e.g. grants, developer fees) secured to enable project implementation and offsetting of costs. As previously noted, the work concluded by TAMC and AMBAG resulted in modification of transportation obligations, for consistency with current transportation planning at the regional level.

Table 2 details current TAMC recommendations that are compatible with the RTP, and "time places" 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 AND REMAINING OBLIGATIONS

TAMC Study 2005

Project #	Project Title	Project Limits	TAMC Reallocation Study 2005 TOTAL COST	FORA PORTION	FORA Offsets 2005-2011	FORA Remaining Obligation
Regional Improvements						
R3	Hwy 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	-	20,205,758
R10	Hwy 1-Monterey Rd. Interchange	Construct new interchange at Monterey Road	19,100,000	2,496,648	-	3,300,999
R11	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	-	9,377,068
R12	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	-	295,717
	Subtotal Regional		270,976,000	25,094,722	-	33,179,542
Off-Site Improvements						
1	Davis Rd n/o Blanco	Widen to 4 lanes from the SR 183 bridge to Blanco	3,151,000	506,958	-	670,285
2B	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	204,028	11,230,348
4D	Widen Reservation-4 lanes to WG	Widen to 4 lanes from existing 4 lane section East Garrison Gate to Watkins Gate	10,100,000	3,813,916	489,452	4,497,090
4E	Widen Reservation, WG to Davis	Widen to 4 lanes from Watkins Gate to Davis Rd	5,500,000	2,216,321	-	2,930,358
8	Crescent Ave extend to Abrams	Extend existing Crescent Court Southerly to join proposed Abrams Dr (FO2)	906,948	906,948	-	1,199,141
	Subtotal Off-Site		42,212,948	16,098,645	693,480	20,527,222
On-Site Improvements						
FO2	Abrams	Construct a new 2-lane arterial from intersection with 2nd Ave easterly to intersection with Crescent Court extension	759,569	759,569	-	1,004,281
FO5	8th Street	Upgrade/construct new 2-lane arterial from 2nd Ave to Intergarrison Rd	4,340,000	4,340,000	707,393	4,992,257
FO6	Intergarrison	Upgrade to a 4-lane arterial from Eastside Rd to Reservation	4,260,000	4,260,000	1,586,170	3,864,443
FO7	Gigling	Upgrade/Construct new 4-lane arterial from General Jim Moore Blvd easterly to Eastside Rd	5,722,640	5,722,640	368,880	7,144,045
FO9B (Ph-II)	GJM Blvd-Normandy to McClure	Widen from 2 to 4 lanes from Normandy Rd to McClure	-	-	6,386,304	-
FO9B (Ph-III) [1]	GJM Blvd-s/o McClure to s/o Coe	Widen from 2 to 4 lanes from McClure to Coe	24,065,000	24,065,000	4,016,175	-
FO9C	GJM Blvd-s/o Coe to S Boundary	Widen from 2 to 4 lanes from s/o Coe to South Boundary Rd	-	-	11,387,498	5,668,281
FO11	Salinas Ave	Construct new 2 lane arterial from Reservation Rd southerly to Abrams Dr	3,038,276	3,038,276	-	4,017,123
FO12	Eucalyptus Rd	Upgrade to 2 lane collector from General Jim Moore Blvd to Eastside Rd to Parker Flats cut-off	5,800,000	5,800,000	2,463,521	4,658,669
FO13B	Eastside Pkwy	Construct new 2 lane arterial from Eucalyptus Rd to Parker Flats cut-off to Schoonover Dr	12,536,370	12,536,370	209,000	16,354,963
FO14	S Boundary Road Upgrade	Upgrade to a 2 lane arterial, along existing alignment from General Jim Moore Blvd to York Rd	2,515,064	2,515,064	353,724	2,913,615
	Subtotal On-Site		63,036,919	63,036,919	27,478,665	50,617,677
Transportation Totals						
		(1) Remaining construction may be phased in future CIP documents based on available funds and habitat/environmental clearance.	376,225,867	104,230,286	28,172,145	104,324,441
Transit Capital Improvements						
T3	Transit Vehicle Purchase/Replace	15 busses	15,000,000	6,288,254	279,950	7,997,613
T22	Intermodal Centers	(PFIP T-31) includes 3 elements: 1. Intermodal Transportation Center @ 1st Avenue South of 8th Street 2. Park and Ride Facility @ 12th Street and Imjin, and 3. Park and Ride Facility @ 8th Street and Gigling	3,800,000	4,786,673	-	6,328,805
	Transit Totals		18,800,000	11,084,926	279,950	14,326,418
	Transportation/Transit Totals		395,025,867	115,315,212	28,452,095	118,650,859
TAMC Study 1995						
Transportation/Transit						
		FORA offsets against obligations for transportation/transit network per 1995 TAMC Study from 1995-2004. Funded by EDA grant funds, state and local matching funds, revenue bond proceeds, development fees.			FORA Offsets 1995-2004	
					32,235,648	
Storm Drainage System						
		Retain/Percolate stormwater, eliminate discharge of stormwater to Monterey Bay Sanctuary. Project completed/financial obligation met in 2004. Funded by EDA grant proceeds.			1,631,951	
	TOTAL CUMULATIVE OFFSETS AGAINST TRANSPORTATION/TRANSIT AND STORM DRAINAGE PROJECTS TO DATE				62,319,694	

CAPITAL IMPROVEMENT PROGRAM - TRANSPORTATION NETWORK AND TRANSIT ELEMENTS

Regional Improvements														
Proj#	Description	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	TOTALS	Proj#
R3a	Hwy 1-Del Monte-Fremont-MBL			2,886,537	2,886,537	2,886,537	2,886,537	2,886,537	2,886,537	2,886,536			20,205,758	R3
R10	Hwy 1-Monterey Rd. Interchange						825,250	825,250	825,250	825,249			3,300,999	R10
R11	Hwy 156-Freeway Upgrade		1,172,133	1,172,133	7,032,802								9,377,068	R11
R12	Hwy 68 Operational Improvements	295,717											295,717	R12
	Subtotal Regional	295,717	1,172,133	4,058,670	9,919,339	2,886,537	3,711,787	3,711,787	3,711,787	3,711,785	-	-	33,179,542	

Off-Site Improvements														
Proj#	Description	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 north of Blanco		83,786	83,786	502,713								670,285	1
2B	Davis Rd south of Blanco	312,300	614,600	1,725,573	8,577,875								11,230,348	2B
4D	Widen Reservation-4 lanes to WG		562,136	562,136	3,372,818								4,497,090	4D
4E	Widen Reservation, WG to Davis		366,295	366,295	2,197,768								2,930,358	4E
8	Crescent Ave extend to Abrams	4,906	149,279	149,279	895,677								1,199,141	8
	Subtotal Off-Site	317,206	1,776,096	2,887,069	15,546,851	-	-	-	-	-	-	-	20,527,222	

On-Site Improvements														
Proj#	Description	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	TOTALS	Proj#
F02	Abrams	4,129	125,019	125,019	750,114								1,004,281	F02
F05	8th Street	20,450	2,485,904	2,485,903									4,992,257	F05
F06	Intergarrison	570,555	3,293,888										3,864,443	F06
F07	Gigling		1,020,577	3,061,734	3,061,734								7,144,045	F07
F09C	GJM Blvd	2,274,250	450,000	450,000	1,494,031	1,000,000							5,668,281	F09C
F011	Salinas Ave	16,467	1,000,164	1,000,164	2,000,328								4,017,123	F011
F012	Eucalyptus Rd	1,644,225				3,014,444							4,658,669	F012
F013B	Eastside Parkway	551,200	2,947,680	11,840,720	1,015,363								16,354,963	F013B
F014	South Boundary Road Upgrade	2,007,702	905,913										2,913,615	F014
	Subtotal On-Site	7,088,978	12,229,145	18,963,540	8,321,570	4,014,444	-	-	-	-	-	-	50,617,677	

Transportation Totals	7,701,901	15,177,374	25,909,279	33,787,760	6,900,981	3,711,787	3,711,787	3,711,787	3,711,787	3,711,785	-	-	104,324,441
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Transit Capital Improvements														
Proj#	Description	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		999,702	999,702	999,702	999,702	999,702	999,702	999,702	999,699			7,997,613	T3
T22	Intermodal Centers		791,101	791,101	791,101	791,101	791,101	791,101	791,101	791,098			6,328,805	T22
	Subtotal Transit	-	1,790,803	1,790,803	1,790,803	1,790,803	1,790,803	1,790,803	1,790,803	1,790,797			14,326,418	

Transportation and Transit GRAND TOTALS	7,701,901	16,968,177	27,700,082	35,578,563	8,691,784	5,502,590	5,502,590	5,502,590	5,502,590	5,502,582	-	-	118,650,859
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SUMMARY OF CAPITAL IMPROVEMENT PROGRAM 2011/12 - 2021/22

	2005-11 (1)	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2011-12 to 2021-22 Total
A. CIP PROJECTS FUNDED BY CFD DEVELOPMENT FEES													
Dedicated Revenues	16,067,954	5,054,000	23,365,000	39,357,000	48,567,000	47,106,000	39,082,000	10,866,000	6,179,000	3,876,000	15,278,000	25,000	238,755,000
Development Fees													
Other Revenues	6,723,400	2,105,770											2,105,770
Tax Increment (2)	5,820,984	2,105,770											2,105,770
Loan Proceeds (3)*	4,494,984	500,000	326,795										826,795
Federal Grants (4)	1,500,000												
CSU Mitigation fees	2,839,941												
Miscellaneous Revenues (Rev Bonds, CFD credit, Interest) (11)**	37,447,263	9,765,540	23,691,795	39,357,000	48,567,000	47,106,000	39,082,000	10,866,000	6,179,000	3,876,000	15,278,000	25,000	243,793,335
Total Revenues													
Expenditures													
Projects													
Transportation/Transit	28,452,095	7,701,901	16,968,177	27,700,082	35,578,563	8,691,784	5,502,590	5,502,590	5,502,590	5,502,582			118,650,859
Water Augmentation (5)	561,780					22,412,912	22,149,971						44,562,883
Storm Drainage System [Completed by 2005] (6)	(Table 1)												
Habitat Management (7)	4,016,999	1,263,500	5,841,250	9,839,250	12,141,750	3,371,810							32,457,560
Fire Rolling Stock	812,000	116,000	116,000	116,000									348,000
Property Management/Caretaker Costs (8)		20,000	1,218,000	1,218,000	1,218,000	1,218,000	1,218,000	1,218,000	1,218,000	1,218,000	1,218,000	1,218,000	12,200,000
Total Expenditures	33,842,863	9,101,401	24,143,427	38,873,332	48,938,313	35,694,506	28,870,561	6,720,590	6,720,590	6,720,582	1,218,000	1,218,000	208,219,302
Net Annual Revenue	-3,604,400	664,139	(451,632)	483,668	(371,313)	11,411,494	10,211,439	4,145,410	(541,590)	(2,844,582)	14,060,000	(1,193,000)	35,574,033
Beginning Fund Balance	(0)	(0)	582,139	130,507	614,175	242,862	11,654,356	21,865,795	26,011,205	25,469,615	22,625,033	36,685,033	-
Ending Fund Balance Before Other Costs and Reserves	3,604,400	664,139	130,507	614,175	242,862	11,654,356	21,865,795	26,011,205	25,469,615	22,625,033	36,685,033	35,492,033	35,574,033
Other Costs & Contingency (9)													
Additional Transportation Costs	3,014,400	-											11,574,033
Habitat Mgt. Contingency	590,000	82,000											17,500,000
Add. Util. & Storm Drainage													3,500,000
Other Costs													3,000,000
Total Other Costs & Contingency	3,604,400	82,000											35,574,033
Ending Fund Balance	(0)	582,139											-
B. CIP PROJECTS FUNDED BY LAND SALE REVENUE													
Dedicated Revenues													
Land Sales (10)	14,846,546		5,340,000	3,135,000	8,952,000	17,207,000	207,000	372,000	207,000	207,000	207,000	-	35,627,000
Land Sale Credit (11)**	6,767,300		6,750,000		14,250,000								21,000,000
Other Revenues (12)	1,425,000												-
Loan Proceeds (3)*	7,500,000												-
Total Revenues	30,538,846	-	12,090,000	3,135,000	23,202,000	17,207,000	207,000	372,000	207,000	207,000	367,000	-	56,994,000
Expenditures													
Projects (13)													
Building Removal	29,167,300	-	10,750,000	2,200,000	12,653,700	-	-	-	-	-	-	-	25,609,700
Total Expenditures	29,167,300	-	10,750,000	2,200,000	12,653,700	-	-	-	-	-	-	-	25,609,700
Net Annual Revenue	1,371,546	-	1,340,000	935,000	10,548,300	17,207,000	207,000	372,000	207,000	207,000	367,000	-	31,384,300
Beginning Fund Balance	1,371,546	1,371,546	1,371,546	2,711,546	3,646,546	14,188,846	31,395,846	31,602,846	31,974,846	32,181,846	32,388,846	32,755,846	1,371,546
Ending Fund Balance	1,371,546	1,371,546	2,711,546	3,646,546	14,188,846	31,395,846	31,602,846	31,974,846	32,181,846	32,388,846	32,755,846	32,755,846	32,755,846

TABLE 3

Table 3 CIP Summary Table Footnotes

- (1) This column summarizes CIP revenues and expenses from July 2005 through June 2011. These totals are not included in the 2011-12 to 2021-22 Totals.
- (2) "Tax Increment" revenue is designated for operations and as a back up to FORA CIP projects; to date, approximately \$6.7M was spent on ET/ESCA change orders and CIP road projects.
- (3) "Loan Proceeds": In FY 05-06 FORA obtained a line of credit ("LOC") to ensure CIP obligations could be met in a timely manner, despite cash flow fluctuations. The LOC draw downs were used to pay road design, construction and building removal invoices and were partially repaid by any available revenues committed to the CIP. In FY 09-10 FORA repaid the remaining \$9M LOC debt (\$1.5M in transportation and \$7.5M in building removal) through a loan secured by FORA's share of Preston Park. The loan also provided \$4.3M matching funds to US Department of Commerce EDA/American Recovery and Reinvestment Act ("ARRA") grant funds.
- (4) "Federal grants": In FY 09-10 FORA received two federal grants; one from the US Department of Commerce EDA through its ARRA grant program to accomplish a portion of CIP transportation; infrastructure; and one from the Department of Defense Office of Economic Adjustment to accomplish future California Central Coast Veterans Cemetery infrastructure planning.
- (5) "Water Augmentation" is FORA's financial obligation for the approved water augmentation project. The original CEQA obligation (\$23,469,361) is included in the total. The FORA Board approved an additional contribution (\$21,655,302) to keep MCWD capacity charges in check. Please refer to Section II b) Water Augmentation.
- (6) FORA's "Storm Water Drainage System" obligation has been retired. Through agreement with the California Department of Parks and Recreation, FORA is obligated to remove storm water disposal facilities west of Highway 1 following replacement of the outfall storm drains with on site storm water disposal. Funding for this work is shown under Other Costs & Contingencies.
- (7) "Habitat Management" amounts are estimates. Habitat management endowment final amount is subject to approval by US Fish and Wildlife Service and California Department of Fish & Game. Please refer to Section II d) Habitat Management Requirements.
- (8) "Property Management/Caretaker Costs" amounts after FY 11/12 are estimates. As a result of CIP Review policy decisions, \$12.2M in funding for these expenses is derived from CFD fee repayment of previous FORA borrowing. Please refer to Section II h) Property Maintenance and Caretaker Costs.
- (9) "Other Costs & Contingencies" are subject to cash flow and demonstrated need. Primarily, this item is not funded until distant "out-years" of the program. The FORA Board contribution toward the water augmentation program (in lieu of increased MCWD capacity charges) appears here as an "other cost" separate from the CEQA obligation toward potable water augmentation per the BRP/EIR.
 "Additional Transportation Costs" are potential and unknown additional basewide expenditures not included in current project cost estimates for transportation projects (e.g. contract change orders to the ESCA, street landscaping, unknown site conditions, project changes, habitat/environmental mitigation, etc.)
 "Habitat Management Contingency" provides interim funding for the University of California Fort Ord Natural Reserve management until adoption of the HCP and as a result of CIP Review policy decisions, includes sufficient funding for Habitat Conservation Plan endowments should a lower endowment payout rate be accepted by Regulatory Agencies.
 "Additional Utility and Storm Drainage Costs" provides for restoration of storm drainage sites in State Parks land and relocation of utilities.
 "Other Costs" provides for additional Pollution Legal Liability Insurance Coverage after 2014.
- (10) "Land Sales" revenues are regularly evaluated to apply any changes in local development fees, market realities, and other factors to adjust land prices in the region.
- (11) "CFD/Land Sales – Credit" is credit due specific developers who perform roadway improvements/building removal by agreement with FORA. The value of the work is subtracted from the developer's CFD fee/land sale proceeds due FORA. Regarding CFD fees, FORA entered into agreement with East Garrison Partners for a total credit of \$2,075,621; and regarding land sale proceeds, FORA entered into two such agreements with Marina

Community Partners (\$24M) and East Garrison Partners (\$2.1M) for a total land sale credit of \$26,177,000.

(12) "Other Revenues" applied against building removal include Abrams B loan repayment of \$1,425,000.

(13) "Projects" include building removal at 1) Dunes on Monterey Bay (\$46M), 2) Imjin Office (\$400K), 3) East Garrison (\$2.177M), 4) Stockade (\$2.2M), and 5) Surplus II (\$4M).

Appendix A

Protocol for Review/Reprogramming of FORA CIP (Revision #3, March 8, 2010)

- 1.) Conduct quarterly meetings with the CIP Committee and joint committee meetings as needed with members from the FORA Administrative Committee. Staff representatives from the California Department of Transportation ("CALTRANS"), TAMC, AMBAG, and MST may 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 to best serve the development as it is projected. FORA CIP projects will be constructed during the program, but market and budgetary realities require that projects must "queue" to current year priority status. The major criteria used to prioritize project placement are:

- Project is necessary to mitigate reuse plan
- Project environmental/design is complete
- Project can be completed prior to FORA's sunset
- Project uses FORA CIP funding as matching funds to leverage grant dollars
- Project can be coordinated with projects of other agencies (utilities, water, TAMC, PG&E, CALTRANS, etc.)
- Project furthers inter-jurisdictional equity
- Project supports jurisdictional "flagship" project
- Project nexus to jurisdictional development programs

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 projects under the BRP.

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

APPENDIX B

Community Facilities District Revenue

Jurisdiction	2011-12 to 2021-22 Total	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
New Residential												
Marina Heights (3)	\$ 35,386,000	\$ -	\$ 1,011,000	\$ 8,391,000	\$ 3,640,000	\$ 3,606,000	\$ 3,606,000	\$ 3,606,000	\$ 3,606,000	\$ 3,606,000	\$ 3,640,000	\$ -
Cypress Knolls (3)	\$ 5,043,000	-	-	-	-	4,881,000	162,000	-	-	-	-	-
Dunes on Monterey Bay (3)	\$ 41,688,000	1,618,000	7,920,000	8,661,000	9,706,000	7,717,000	5,426,000	640,000	-	-	-	-
TAMC TOD (1)	\$ 6,740,000	-	-	-	3,370,000	3,370,000	-	-	-	-	-	-
CSUMAR	\$ 830,000	-	253,000	253,000	253,000	71,000	-	-	-	-	-	-
UCJMB North Campus Housing (1)	\$ 11,121,000	-	1,348,000	1,348,000	1,348,000	1,348,000	-	-	-	-	5,729,000	-
UC 8th Street (1)	\$ 49,539,000	2,191,000	1,247,000	5,763,000	12,536,000	15,232,000	9,908,000	2,662,000	-	-	-	-
East Garrison I (3)	\$ -	-	-	-	-	-	-	-	-	-	-	-
Monterey Horse Park (1)	\$ -	-	-	-	-	-	-	-	-	-	-	-
Monterey Horse Park (1)	\$ -	-	-	-	-	-	-	-	-	-	-	-
UC East Campus - SF (1)	\$ 6,740,000	-	-	-	-	-	2,258,000	2,258,000	2,224,000	-	-	-
UC East Campus - MF (1)	\$ -	-	-	-	-	-	-	-	-	-	-	-
Seaside Highlands (4)	\$ -	-	-	-	-	-	-	-	-	-	-	-
Seaside Resort Housing (3)	\$ 4,225,000	34,000	67,000	236,000	337,000	337,000	3,168,000	-	-	-	-	-
Seaside Housing (Eastside) (1)	\$ -	-	-	-	-	-	-	-	-	-	-	-
Seaside Affordable Housing Obligation (1)	\$ -	-	2,428,000	-	-	-	-	-	-	-	-	-
Workforce Housing (Army to Build) (1)	\$ 876,000	-	-	-	-	-	876,000	-	-	-	-	-
Market Rate Housing (Army to Build) (1)	\$ 5,085,000	-	-	-	-	-	5,085,000	-	-	-	-	-
Workforce Housing (Seaside) (1)	\$ 977,000	-	977,000	-	-	-	-	-	-	-	-	-
Del Rey Oaks (1)	\$ 23,287,000	-	4,381,000	9,672,000	9,234,000	-	-	-	-	-	-	-
Other Residential	\$ -	-	-	-	-	-	-	-	-	-	-	-
Existing/Replacement Residential												
Preston Park (4)	\$ -	-	-	-	-	-	-	-	-	-	-	-
Cypress Knolls (3)	\$ 4,864,000	-	669,000	1,094,000	1,510,000	1,307,000	284,000	-	-	-	-	-
Patton Park (3)	\$ 324,000	-	-	324,000	-	-	-	-	-	-	-	-
Abrams B (4)	\$ -	-	-	-	-	-	-	-	-	-	-	-
Sheller Outreach Plus (4) & (1)	\$ 82,000	82,000	-	-	-	-	-	-	-	-	-	-
Sunbay (4)	\$ -	-	-	-	-	-	-	-	-	-	-	-
Stillwell Kidney - WFH (Army to Build) (1)	\$ 3,370,000	-	-	-	-	3,370,000	-	-	-	-	-	-
Office												
Del Rey Oaks Office (1)	\$ 58,000	-	29,000	-	29,000	-	-	-	-	-	-	-
Monterey City Office (1)	\$ 38,000	-	-	-	-	38,000	-	-	-	-	-	-
Monterey County Office	-	-	-	-	-	-	-	-	-	-	-	-
Horse Park (1)	\$ 14,000	-	-	7,000	7,000	-	-	-	-	-	-	-
Landfill Commercial Development (1)	\$ 18,000	6,000	6,000	6,000	-	-	-	-	-	-	-	-
Interlaminar Rd Office Park (1)	\$ 185,000	-	-	-	37,000	37,000	37,000	37,000	37,000	-	-	-
East Garrison I Office Development (3)	\$ 9,000	-	-	2,000	3,000	3,000	1,000	-	-	-	-	-
MST Bus Maint & Opns Facility (1)	\$ 12,000	12,000	-	3,000	-	-	-	-	-	-	-	-
Imjin Office Park (3)	\$ 3,000	-	-	-	-	-	-	-	-	-	-	-
Dunes on Monterey Bay (3)	\$ 59,000	13,000	9,000	9,000	12,000	-	5,000	-	-	-	-	-
Airport Economic Development Area (1)	\$ 5,000	-	-	-	-	-	-	-	-	-	-	-
SVMHS Development (1)	\$ -	-	-	-	-	-	-	-	-	-	-	-
TAMC TOD (office/public facilities) (1)	\$ 12,000	-	-	-	6,000	6,000	-	-	-	-	-	-
Main Gate Conference (1)	\$ 8,000	-	-	-	-	-	8,000	-	-	-	-	-
Seaside Office (Monterey Blues) (1)	\$ 17,000	-	17,000	-	-	-	-	-	-	-	-	-
Charwell School (1)	\$ 1,000	-	-	-	-	-	-	-	-	-	-	-
Monterey Peninsula Trade & Conf Cntr (1)	\$ 72,000	-	-	-	-	72,000	-	-	-	-	-	-
Seaside Resort Golf Buildings (2)	\$ -	-	-	-	-	-	-	-	-	-	-	-
UC East Campus (1)	\$ -	-	-	-	-	-	-	-	-	-	-	-
UC Central South Campus (1)	\$ -	-	-	-	-	-	-	-	-	-	-	-
UC Central North & West Campuses (1)	\$ 164,000	12,000	16,000	16,000	16,000	16,000	-	-	-	-	88,000	-
Industrial												
Airport Economic Development Area (1)	\$ 149,000	-	8,000,000	8,000,000	8,000,000	15,000,000	15,000,000	19,000,000	19,000,000	19,000,000	19,000,000	19,000,000
Industrial - City Corp. Yard (1)	\$ -	-	-	-	-	-	-	-	-	-	-	-

- (1) Project proposed
 (2) Project approved by local jurisdiction
 (3) Project found consistent with Base Reuse Plan
 (4) Project completed

APPENDIX B **Community Facilities District Revenue**

Jurisdiction	2011-12 to 2021-22 Total	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
TAMC TOD (1)	\$ 8,000	\$ -	\$ -	\$ -	\$ -	\$ 4,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dunes on Monterey Bay (3)	\$ 70,000	\$ -	\$ 10,000	\$ 20,000	\$ 20,000	\$ 10,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -
Industrial - City Corp. Yard (1)	\$ 63,000	\$ -	\$ -	\$ -	\$ -	\$ 63,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Industrial - Public/Private (1)	\$ 63,000	\$ -	\$ -	\$ -	\$ -	\$ 63,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Monterey County Light Ind. (1)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Horse Park (1)	\$ 35,000	\$ -	\$ -	\$ 13,000	\$ 13,000	\$ 9,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Landfill Industrial Park (1)	\$ 92,000	\$ -	\$ -	\$ 10,000	\$ 18,000	\$ 18,000	\$ 18,000	\$ -	\$ -	\$ -	\$ -	\$ -
MST Bus Maint & Optrs Facility (1)	\$ 31,000	\$ 31,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Seaside Corp Yard Shop (1)	\$ 6,000	\$ -	\$ -	\$ 6,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UC Central N. & W. Campuses (1)	\$ 59,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ 28,000	\$ 6,000
Retail												
Del Rey Oaks Retail (1)	\$ 167,000	\$ -	\$ 167,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UC Central N. & W. Campuses (1)	\$ 1,008,000	\$ -	\$ 106,000	\$ 106,000	\$ 106,000	\$ 106,000	\$ -	\$ -	\$ -	\$ -	\$ 584,000	\$ -
UC East Campus (1)	\$ 434,000	\$ -	\$ -	\$ -	\$ -	\$ 217,000	\$ -	\$ -	\$ -	\$ -	\$ 217,000	\$ -
UC Eight Street (1)	\$ 3,279,000	\$ -	\$ 328,000	\$ 328,000	\$ 328,000	\$ 328,000	\$ -	\$ -	\$ -	\$ -	\$ 1,967,000	\$ -
Monterey County Retail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Landfill Commercial development (1)	\$ 837,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 293,000	\$ 293,000	\$ 251,000	\$ -	\$ -
East Garrison I Retail (1)	\$ 334,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 167,000	\$ 167,000	\$ -	\$ -	\$ -	\$ -
Ord Market (4)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Horse Park (1)	\$ 3,512,000	\$ -	\$ -	\$ -	\$ -	\$ 836,000	\$ 836,000	\$ 1,004,000	\$ -	\$ -	\$ -	\$ -
Main Gate Spa (1)	\$ 201,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 201,000	\$ -	\$ -	\$ -	\$ -	\$ -
Main Gate Large Format Retail (1)	\$ 732,000	\$ -	\$ -	\$ -	\$ -	\$ 732,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Main Gate In-Line Shops (1)	\$ 2,434,000	\$ -	\$ -	\$ -	\$ -	\$ 2,434,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Main Gate Department Store Anchor (1)	\$ 1,004,000	\$ -	\$ -	\$ -	\$ -	\$ 1,004,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Main Gate Restaurants (1)	\$ 510,000	\$ -	\$ -	\$ -	\$ -	\$ 510,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Main Gate Hotel Restaurant (1)	\$ 67,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 67,000	\$ -	\$ -	\$ -	\$ -	\$ -
Seaside Resort Golf Clubhouse (1)	\$ 136,000	\$ -	\$ -	\$ -	\$ 136,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dunes on Monterey Bay (3)	\$ 1,672,000	\$ 376,000	\$ 460,000	\$ 836,000	\$ 314,000	\$ 314,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TAMC TOD (1)	\$ 628,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Hotel (rooms) [5]												
Del Rey Oaks Hotel (1) (454 rm)	\$ 3,413,000	\$ -	\$ 782,000	\$ 1,879,000	\$ 752,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Del Rey Oaks Timeshare (1) (95 rm)	\$ 722,000	\$ -	\$ 361,000	\$ 361,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Horse Park (Parker Flat) Hotel (1) (200 rm)	\$ 1,503,000	\$ -	\$ -	\$ -	\$ 1,503,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dunes - Limited Service (3) (100 rm)	\$ 752,000	\$ -	\$ 752,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dunes - Full Service (3) (400 rm)	\$ 3,006,000	\$ -	\$ -	\$ -	\$ -	\$ 3,006,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Seaside Golf Course Hotel (3) (330 rm)	\$ 2,480,000	\$ -	\$ -	\$ -	\$ 2,480,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Seaside Golf Course Timeshares (3) (170 rm)	\$ 1,278,000	\$ -	\$ -	\$ -	\$ 902,000	\$ -	\$ 376,000	\$ -	\$ -	\$ -	\$ -	\$ -
Main Gate Hotel (1) (250 rm)	\$ 1,879,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,879,000	\$ -	\$ -	\$ -	\$ -	\$ -
UC East Campus (1) (250 rm)	\$ 1,879,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,879,000	\$ -
UC Central N. & W. Campuses (1) (150 rm)	\$ 1,127,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,127,000	\$ -
Total	\$ 238,818,000	\$ 5,054,000	\$ 23,365,000	\$ 39,357,000	\$ 48,567,000	\$ 47,106,000	\$ 39,082,000	\$ 10,866,000	\$ 6,179,000	\$ 3,876,000	\$ 15,278,000	\$ 25,000

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 2002	Effective 7/1/10	Effective 7/1/11
New Residential (per du)	\$ 34,324	\$ 46,205	\$ 33,700
Existing Residential (per du)	10,320	13,882	10,132
Office & Industrial (per acre)	4,499	6,056	4,417
Retail (per acre)	92,768	124,895	91,086
Hotel (per room)	7,653	10,304	7,515

- (1) Project proposed
- (2) Project approved by local jurisdiction
- (3) Project found consistent with Base Reuse Plan
- (4) Project completed
- (5) Back up tables to this table 4 (Appendix B), including residential units and building squarefootages, can be requested at 831-883-3672
- (6) Please see description of Tiers 1, 2, & 3 at www.fora.org under section "FORA Documents," document titled "Developer Fee Schedule"

APPENDIX B **Land Sale Revenue**

Jurisdiction	2011-12 to 2021-22 Total	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
New Residential												
Marina Heights	N/A											
Cypress Knolls	3,650,000				3,650,000							
Dunes on Monterey Bay	21,000,000				14,250,000							
UC 8th Street			6,750,000									
East Garrison I	16,000,000											
Monterey Horse Park												
Monterey Horse Park												
UC East Campus - SF												
UC East Campus - MF												
Seaside Highlands Homes												
Seaside Resort Housing												
Seaside Housing (Eastside)												
Seaside Affordable Housing Obligation												
Workforce Housing (Army to Build)												
Workforce Housing (Seaside)												
Del Rey Oaks	5,000,000											
Other Residential												
Existing/Replacement Residential												
Preston Park												
Cypress Knolls												
Abrams B												
Shelter Outreach Plus												
Sunbay (former Thorson Park)												
Stillwell Kidney - WFH (Army to Build)												
Office												
Del Rey Oaks Office												
Monterey City Office												
Monterey County Office												
Horse Park												
Landfill Commercial Development												
Intergarrison Rd Office Park												
East Garrison I Office Development												
MST Bus Maint & Bus Opns Facility												
Dunes on Monterey Bay												
Airport Economic Development Area												
SVMHS Development												
Young Nak Church												
Seaside Office (Monterey Blues)												
Chartwell												
Monterey College of Law												
Monterey Peninsula Trade & Conf Cntr												
SEA												
UC East Campus												
UC Central South Campus												
UC Central North & West Campuses												
Industrial												
Airport Economic Development Area												
Industrial - City Corp. Yard												
Industrial - City Corp. Yard												
Industrial - Public/Private												
Monterey County Light Ind.												
Horse Park												
Landfill Industrial Park												
Seaside Corp Yard Shop												
UC Central North & West Campuses												

APPENDIX B

Land Sale Revenue

Jurisdiction	2011-12 to 2021-22 Total	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
<u>Retail</u>												
Del Rey Oaks Retail	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 South Campus	-	-	-	-	-	-	-	-	-	-	-	-
UC East Campus	-	-	-	-	-	-	-	-	-	-	-	-
UC Eight Street	-	-	-	-	-	-	-	-	-	-	-	-
Monterey County Retail	2,000,000	-	-	-	1,000,000	1,000,000	-	-	-	-	-	-
Landfill Commercial development	-	-	-	-	-	-	-	-	-	-	-	-
East Garrison I Retail	-	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Ord Market	-	-	-	-	-	-	-	-	-	-	-	-
Horse Park	-	-	-	-	-	-	-	-	-	-	-	-
Main Gate	5,054,000	-	2,527,000	2,527,000	-	-	-	-	-	-	-	-
South of Lightfighter Dr (swap)	802,000	-	401,000	401,000	-	-	-	-	-	-	-	-
Dunes on Monterey Bay	-	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<u>Hotel (rooms)</u>												
Del Rey Oaks Hotel	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	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Horse Park (Parker Flat) Hotel	-	-	-	-	-	-	-	-	-	-	-	-
Dunes - Limited Service	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dunes - Full Service	-	-	-	-	-	-	-	-	-	-	-	-
Seaside Golf Course Hotel	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 Timeshares	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 Hotel	-	-	-	-	-	-	-	-	-	-	-	-
UC East Campus	-	-	-	-	-	-	-	-	-	-	-	-
UC Central North & West Campuses	-	-	-	-	-	-	-	-	-	-	-	-
Total	58,307,600	-	12,090,000	3,135,000	23,202,000	17,207,000	207,000	372,000	207,000	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.

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

Appendix C

Monterey Bay Regional Water Supply Program

Background

The Monterey Bay Regional Water Supply Project (Regional Project) is jointly proposed by the Marina Coast Water District (MCWD), the Monterey County Water Resources Agency (MCWRA), and the California American Water Company (CAW) to provide 13,100 AFY of replacement and new water supplies for the Monterey Peninsula and the former Fort Ord. The water supply is needed to replace existing supplies that are constrained by recent legal decisions affecting the Carmel River and Seaside Groundwater Basin water resources as well as to satisfy MCWD's obligations to provide a water supply adequate to meet the approved redevelopment of the former Fort Ord. The Regional Project would produce desalinated water, convey it to the existing CAW and MCWD distribution systems, and increase the system's use of storage capacity in the Seaside Groundwater Basin. The Regional Project is comprised of numerous projects and programs that, combined, meet the regional water supply needs. A Regional Project approach provides the opportunity for reducing costs, creating a broader base of benefits and beneficiaries, and provides a more environmentally sound, more reliable, and more sustainable water supply.

Project Benefits

- Maximizing sustainability
 - Potential for creating an environmental park in which facilities can be shared and power from the Monterey Regional Waste Management District's landfill can be used
 - Reducing carbon footprint
 - Reducing environmental impacts
 - Eliminating reliability upon outside sources of energy
 - Satisfying SWRCB Order 95-10 and avoiding a 50% reduction in available water supply
- Minimizing environmental impacts
 - Restoring sustainability of over drafted Seaside groundwater basin
 - Restoring flows in the Carmel River, improving and restoring habitat for threatened and endangered steelhead fish
 - Improving condition of seawater intruded Salinas Valley Groundwater Basin
 - Reducing discharges to the Monterey Bay National Marine Sanctuary
 - Creating an intrusion barrier in the Salinas Valley Groundwater Basin
- Maximizing reliability
- Potential for obtaining grant and State Revolving Fund Funding reducing the cost of water

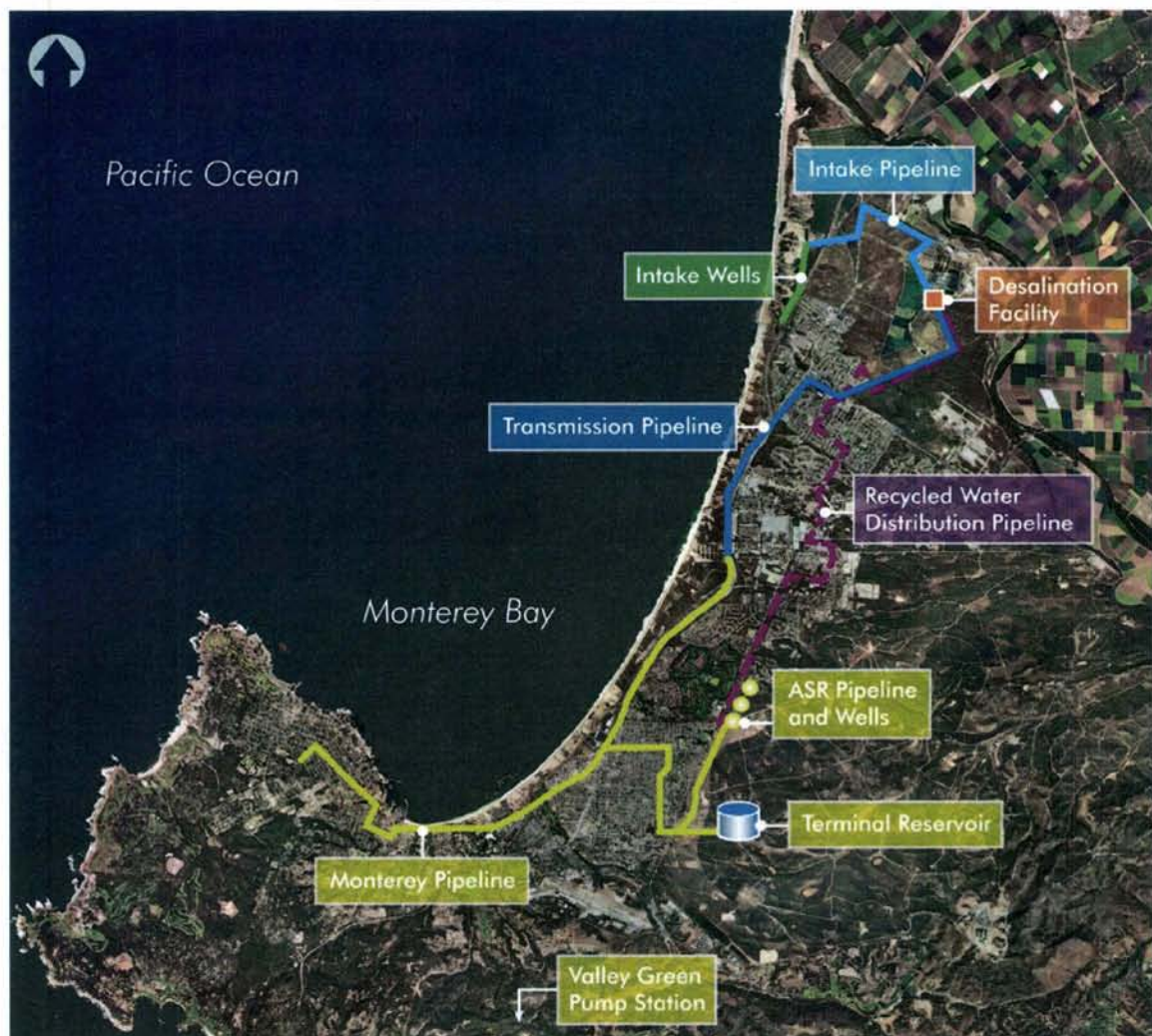
Definitions of Terms

1. **Acre-foot:** Equivalent to the volume of water required to cover 1 acre of land (43,560 square feet) to a depth of 1 foot. Equal to 325,851 gallons or 1,233 cubic meters.
2. **AFY:** Acre-feet per year
3. **Aquifer Storage and Recovery (ASR):** Process in which water is stored underground in a designated aquifer, to be extracted for future use.
4. **Desalination:** Water treatment process for the removal of salts from saline water to produce and provide potable water.
5. **mgd:** Million gallons per day
6. **Potable Water:** Water of a quality suitable for human consumption and which meets all applicable U.S. EPA and California Department of Public Health standards.
7. **Recycled Water or Reclaimed Water:** Wastewater treated to meet California Title 22 requirements. Depending on what level of treatment, recycled water can be used for various applications including irrigation to indirect potable reuse.

Components of the Regional Project

Component	Supply (AFY)	Description
Conservation		Water conservation efforts represent a potential demand reduction on the Monterey Peninsula. While it does not produce additional supply or yield, it is an important component of the analysis and was supported by public stakeholders.
Seaside Aquifer Storage and Recovery (ASR)	1,300	Consists of injecting excess winter flows from the Carmel River into the Seaside Groundwater Basin.
Sand City Desalination	300	This project is currently online.
Regional Urban Water Augmentation Project (RUWAP)	1,000	Recycled water will be produced at the Monterey Regional Water Pollution Control Agency (MRWPCA) and distributed to the MCWD. RUWAP has the capability of future expansion.
Regional Desalination Facility	10,500	Reverse osmosis treatment plant with a peak production rate of 10 million gallons per day (mgd). Source water anticipated to be a blend of ocean water and brackish water from wells located between Hwy 1 and the coastal dunes.
TOTAL	13,100	

Regional Project Overview Map



DEVELOPMENT FEE ALLOCATION AGAINST OBLIGATIONS OVER CIP HORIZON (11-12 - 21-22)

I. ALLOCATION OF CFD FEES AGAINST OBLIGATIONS

	\$	%	\$
Forecast Revenues from Developer Fees (DF)	238,755,000	Per Project	Per \$1
Cost Per Capital Projects:			
1 Transportation/Transit	118,650,859	49.70%	0.4970
2 Potable Water Augmentation	44,562,883	18.66%	0.1866
3 Storm Drainage System	-	0.00%	0.0000
4 Habitat Management (1)	32,457,560	13.59%	0.1359
5 Fire Rolling Stock	348,000	0.15%	0.0015
6 Property Management/Caretaker Costs	12,200,000	5.11%	0.0511
7 Other Costs & Contingency (less other revenues)	30,535,698	12.79%	0.1279
Totals	238,755,000	100.00%	1.0000

II. ALLOCATION TO TRANSPORTATION/TRANSIT

Transportation Costs - FORA Share		118,650,859	
Allocation of DF to Transportation		\$ 0.4970	
Transportation Project Obligations		FORA Cost/Project	Allocation to Projects
		\$	%
Regional Highway Projects			\$
R3 Highway 1-Seaside/Sand City		20,205,758	17.03%
R10 Hwy 1- Monterey Road Interchange		3,300,999	2.78%
R11 Hwy 156 - Freeway Upgrade		9,377,068	7.90%
R12 Hwy 68 Operational Improvements		295,717	0.25%
Sub-total Regional		33,179,542	27.96%
Off-Site Improvements			
1 Davis Rd n/o Blanco		670,285	0.56%
2B Davis Rd, s/o Blanco		11,230,348	9.47%
4D Widen Reservation, 4-lane to Watkins Gate		4,497,090	3.79%
4E Widen Reservation, Watkins Gt to Davis		2,930,358	2.47%
8 Crescent St. extend to Abrams		1,199,141	1.01%
Sub-total Off-Site		20,527,222	17.30%
On-Site Improvements			
FO2 Abrams (Crescent to 2nd Avenue connection)		1,004,281	0.85%
FO5 8th. Street		4,992,257	4.21%
FO6 Inter-Garrison		3,864,443	3.26%
FO7 Gigling		7,144,045	6.02%
FO9C General Jim Moore Blvd		5,668,281	4.78%
FO11 Salinas Avenue		4,017,123	3.39%
FO12 Eucalyptus Road		4,658,669	3.93%
FO13B Eastside Pkwy		16,354,963	13.78%
EO14 South Boundary Road upgrade		2,913,615	2.46%
Sub-total On-Site		50,617,677	42.66%
Total Transportation		104,324,441	87.93%
Transit Capital Obligations			
T3 Transit Vehicle Purchase & Replacement		7,997,613	6.74%
T22 Intermodal Centers		6,328,805	5.33%
Total Transit		14,326,418	12.07%
Grand Totals		118,650,859	100.00%

Notes:

- (1) 25% of each dollar collected is directly allocated to Habitat Mangement obligation. When this obligation is met, the % allocation to projects will change. Similarly, the allocation formula will change as other obligations are satisfied.

TABLE 5