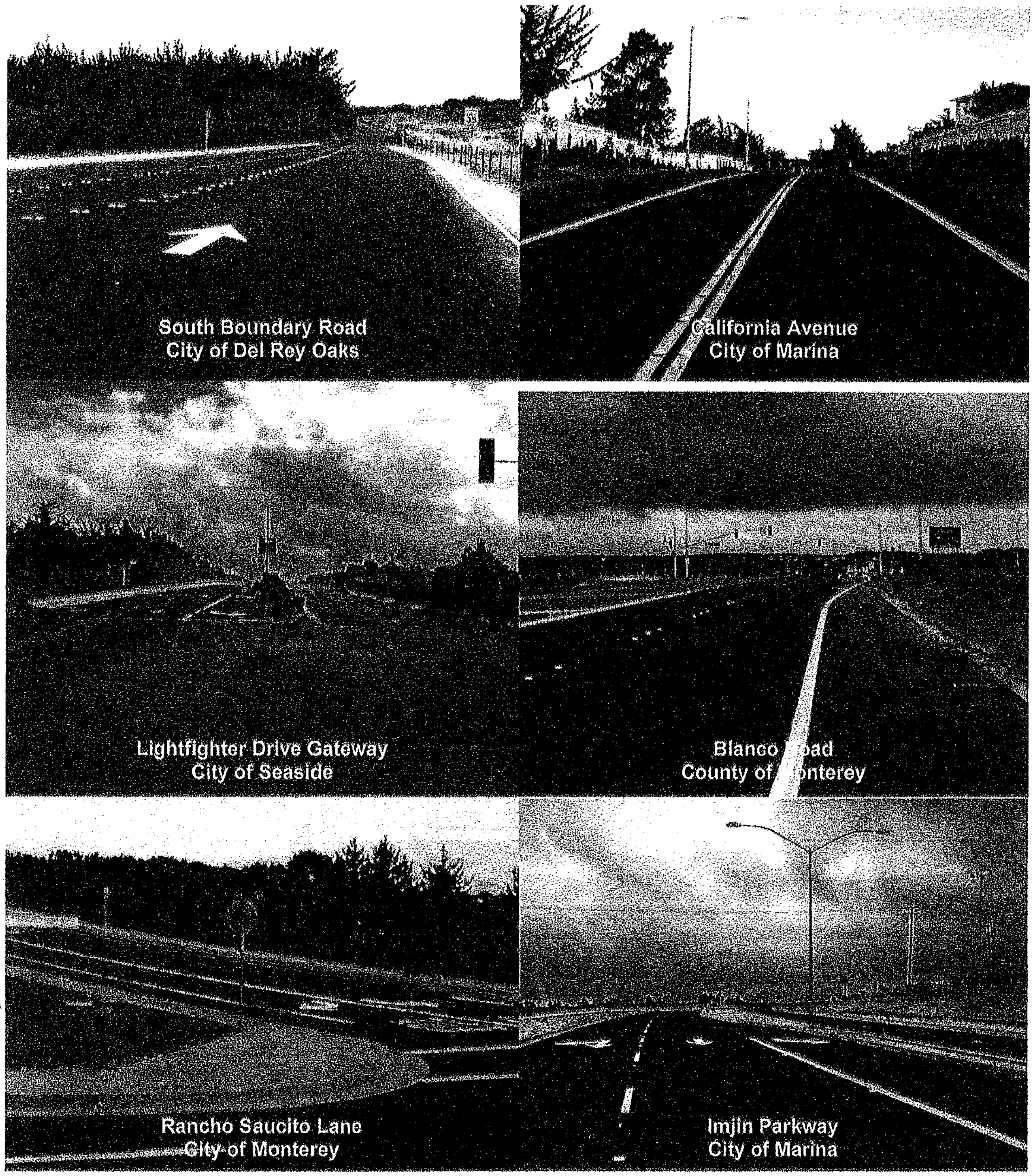
Fort Ord Reuse Authority



Capital Improvement Program
FY 2003/2004 through 2021/2022

Final Version – FORA Board Approved June 13, 2003

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Preface

At the June 14, 2002 Fort Ord Reuse Authority ("FORA") Board meeting, the Board of Directors approved the Capital Improvement Program ("CIP") FY 2002/2003 through 2021/2022 document, with an anticipation to annually revisit, review and approve a modified CIP document that would include any substantive reprogramming of projects or other modifications deemed appropriate and necessary.

This annual review/approval process primarily accommodates the need to adjust the implementation timeframe of the multiple obligatory capital projects required under the Base Reuse Plan ("BRP") to meet the infrastructure demands expected from development projects. The annual reviews also provide the opportunity to maintain an up-to-date document that reflects current land use jurisdiction development forecasts, associated revenue streams forecast therefrom and disbursement of those revenues against requisite project costs as project obligations are met or scheduled to be met.

This preface is intended to provide the reader with a summary of the changes that appear in the current CIP FY 2003/2004 through 2021/2022 document approved by the FORA Board of Directors at its June 2003 meeting.

Placement of Projects over the CIP horizon

As compared to last year's CIP document, the primary modifications to this 2003/04-2021/22 CIP reflect advancing work more quickly for the "on-site" obligatory transportation projects. These changes are in response to jurisdiction development forecasts that suggest certain developments will be occurring more expediently than the previous forecasts predicted. In addition, this modified project placement for several of the "on-site" transportation projects enables FORA to advance projects for which FORA serves as lead agency, allowing for a more expedient completion of traffic mitigation projects that can address traffic demands resulting from the land use jurisdictions' developments.

FORA staff and consultants anticipate initiating design and environmental review of priority "on-site" transportation projects this year (See Table 2), funding dependent, with an expectation that construction activities, also funding dependent, will commence in program year 2005/06.

FORA Staff will, as a matter of course, secure new development forecast information from the land use jurisdictions during the 2003/04 fiscal year, and any modifications required to the placement of projects within the CIP will be reported to the FORA Board at mid-year and/or annual budget review.

Section by Section Overview of Modifications made to the June 14, 2002 CIP Document

Section I, Executive Summary

No substantive changes to subsections 1) through 5); verb tense modifications to reflect updated CIP document and projects accomplished during the past year. Subsection 6) added as a discussion for reviewing the current obligations for the transportation system requirements.

Section II, Obligatory Program of Projects
Modifications to subsection a) acknowledge work accomplished this past year to evaluate the "candidate projects" described in Appendix C of the CIP document.

Modifications to subsection b) acknowledge work advanced this past year and currently underway to refine a water augmentation program.

Modifications to subsection c) acknowledge work currently underway on the reconfiguration of the Storm Drainage System.

Modifications to subsection e) acknowledge work completed by staff, the FORA Administrative Committee and fire officials to refine "best use of funds" to augment firefighting capability.

Section III, FY 2003/2004 through 2021/2022 CIP
Modifications to Section III reflect the reprogramming of projects over the time horizon of the CIP.

Tables 1, 2 and 3 in Section III have been updated to reflect current cost offsets against obligations and revised development forecasts and the 1.8% Engineering News Record ("ENR") Construction Cost Index ("CCI") increase from January 2002 to January 2003. It is noted that the development fee revenue projections in Table 3 also reflect a 1.8% revenue increase, in keeping with the annual increases associated with the Community Facilities District ("CFD"). This inflation factor increase has been applied to forecasted land sale revenues as well.

Appendices A through D
No modifications made to Appendix A.

Appendix B, Table 4, has been modified to reflect revised jurisdiction development forecasts.

Appendix C modifications reflect work accomplished this past year with respect to the "candidate project" process.

Appendix D text has been moved to program Section III c), with Appendix D now containing what was Appendix E, Table 5, "Development Fee Allocations Against Obligations". Table 5 has been modified to reflect indexed development fees and current project cost obligations.

I. EXECUTIVE SUMMARY

1) Overview

This FORA CIP is responsive to the capital improvement obligations defined under the Fort Ord 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 four-phase program spanning a twenty-year development horizon (1996-2015) and was based upon the best at-the-time forecasts of development patterns anticipated in concert with market absorption schedules for the area. The PFIP also anticipated that property transfers (Army to FORA to land use jurisdictions) would be completed in a timely fashion at the onset of the twenty-year horizon.

Although the Memorandum of Agreement ("MOA") between the U.S. Army and FORA for the no-cost Economic Development Conveyance ("EDC") for transfers of property was executed in summer 2000, transfers will continue to be phased (over the next several years) as properties are "cleaned" of hazards/contaminants by the Federal Government. Following transfer to FORA, properties will be transferred to the municipalities for sale to the private sector as defined in the FORA Land Use Jurisdictions' Implementation Agreements.

This past year, FORA has again worked closely with its Member Agencies/Land Use Jurisdictions to review forecasted development based upon Army-projected remediation and removal activities and current forecasts of development patterns and timing on the former Fort Ord. The new forecasts are enumerated in Appendix B, Table 4. Based upon this updated information, obligatory projects have been rescheduled to meet the forecasted demands of the land use jurisdiction development projects. The reader's attention is directed to Tables 2 and 3, wherein obligatory CIP projects are currently forecast.

FORA is scheduled to sunset in 2014 (or when 80% of the BRP has been implemented, whichever occurs first) according to State Law, 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 the Authority.

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 mitigative projects are implemented in 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's Agencies comprehensively review development timing and patterns to assure proper implementation of the BRP mitigation projects. The Board will be asked to approve this CIP (FY 2003/2004 through 2021/2022) as revised, via the review protocol. That approval will affirm project priorities of the CIP.

Every effort will be made to provide a minimal number of changes in the first several years of the CIP until such approved projects have been processed from conception through completion. This is due to the multi-year timeframe associated with bringing projects on line through design, environmental review/approval and construction. As demonstrated by the placement of projects herein, it is anticipated that at least a three-year window is necessary to move from project concept to project construction. This timeframe continues to be taken into account during the CIP review process.

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 2003, applying the ENR CCI to account for inflation. This will continue 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 Public Facility (Fire Fighting Enhancement) Improvements. The Development Fee policy adopted by the Board in 1999 was implemented by the formation of the FORA Basewide CFD. The CFD is structured to allow annual inflation adjustments to account for cost escalation. Land Sale (and lease) proceeds are expected 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 in Table 3 of this document.

5) Projects Accomplished to Date

Although the BRP was not adopted until 1997, and it wasn't until year 2000 that land conveyance agreements were finalized between the U.S. Army and FORA, FORA has been actively implementing projects since 1995. As of this writing, FORA has successfully secured approximately $31M in grant funds from the Department of Commerce Economic Development Administration ("EDA"). This amount represents approximately $35M in total project costs (soft and hard costs) inclusive of requisite local matching funds. The matching fund requirements were secured by State Defense Adjustment Matching ("DAM") grants, contributions by FORA Members, and FORA Lease Revenue Bond Proceeds. A fiscal summary and status report of previously approved and completed/to-be-completed projects continues to be provided in the FORA Quarterly Reports.

Section III herein provides additional detail regarding how a number of already-funded projects have been credited as offsets against the FORA base wide 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 and land sale proceeds are collected and employed for use against obligations, use of these funds will continue to be enumerated in Table 1 as obligation offsets.

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, Public Facility (Fire Fighting Enhancement) and Building Removal.

The first five elements noted are to be funded by Development Fees. Land sale (and lease) proceeds are 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 accompanying Final Environmental Impact Report ("FEIR"), the Transportation Agency of 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.

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" (e.g., 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 share of costs. Table 1, Section III a) 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 the 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.

The following graphic (Figure 1) provides a pictorial representation of the obligatory Transportation elements assigned to the BRP. Figure 2 depicts Fort Ord within the TAMC Study limits.

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-Imjin
FO4 - Blanco-Imjin Connector
FO5 - 8th Street
FO6 - Inter-Garrison
FO7 - Gigling
FO8 - 2nd Avenue
FO9 - General Jim Moore Blvd
FO10 - California
FO11 - Salinas 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

N W E S

3000 0 3000 6000 Feet

Capital Improvement Program Transportation Network

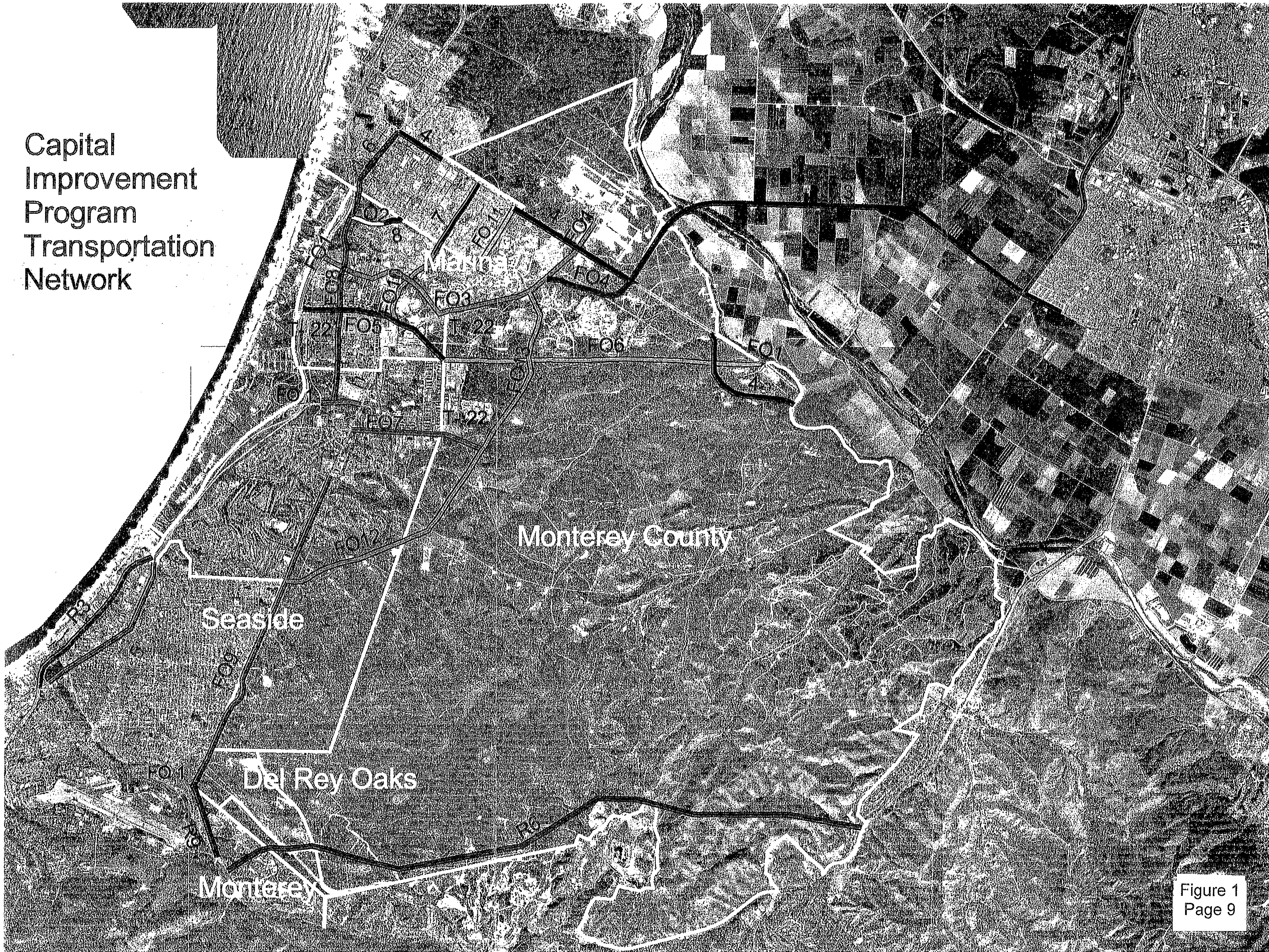

Figure 1
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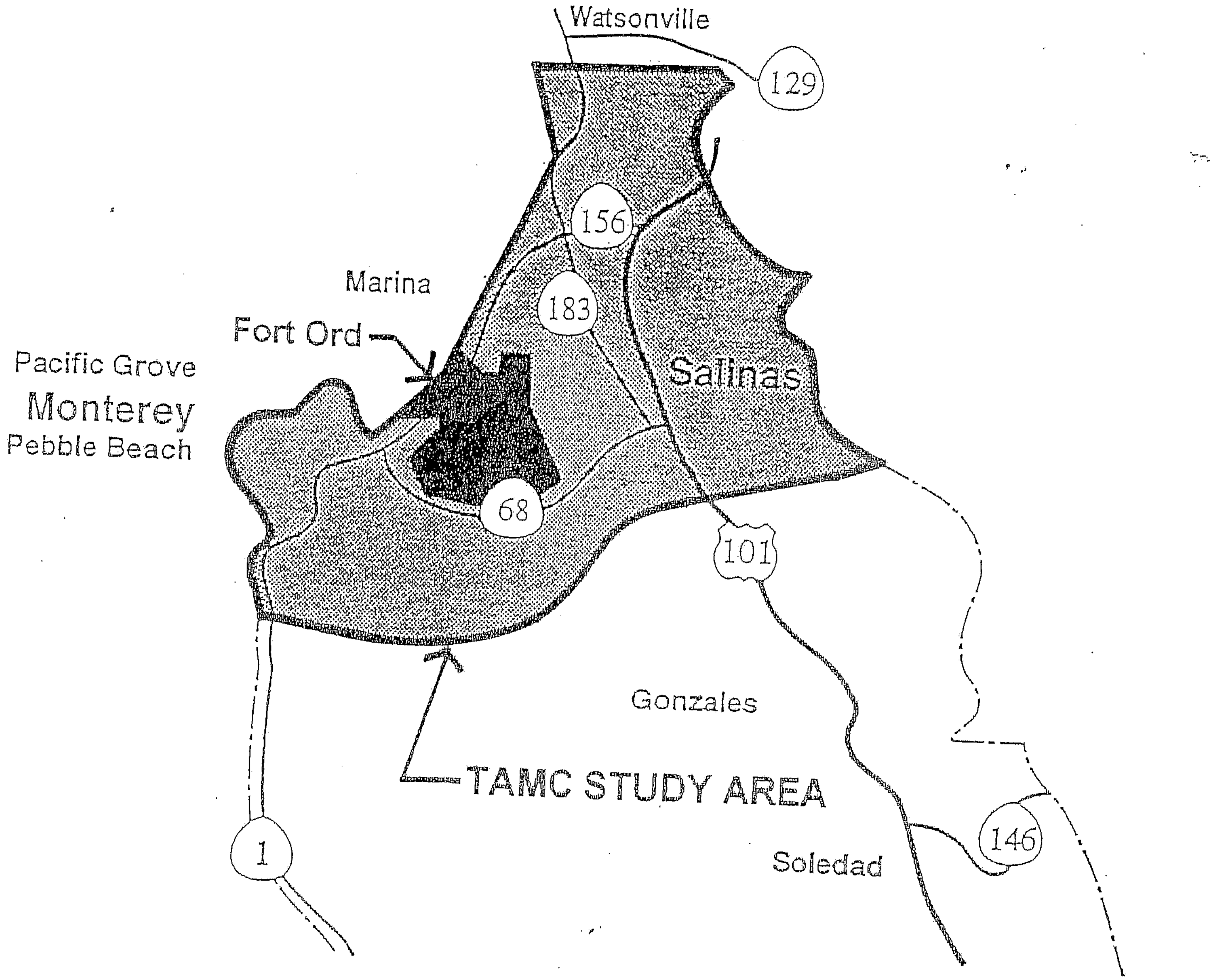
Fort Ord Reuse Authority

Prepared By David R. Johnston
(831) 384-7085
4/4/01
Information Provided By: FORA



Source: Working Paper #3 - Transportation Plan for Year 2015 Prepared for TAMC - 8/96

Figure 2

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, the majority, if not all, of the "Off-Site" and "Regional" Projects have only the Fort Ord Development financial obligation secured by means of the FORA Development Fees. The majority of funds required to effect design, environmental review, and construction remain unsecured.

It is likely that development will proceed on the former Fort Ord before full funding is obtained for these "Off-Site" and "Regional" improvements. Recognizing this, the BRP provides for the flexibility to allocate funds, earmarked as obligatory funding contributions to these off-site and regional mitigation projects, to alternative 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 the goal of exercising the provision of the BRP to mitigate traffic impacts with alternative ("candidate") projects, a process protocol was approved by the FORA Board on June 8, 2001.

Appendix C herein contains the Board-approved protocol process employed last year for the listed "candidate" projects.

The results of that work for the candidate projects are summarized below.

"Candidate" project protocol process results

The four listed candidate projects (Appendix C, Attachment A) are Golf Boulevard (City of Marina), South Boundary Road (Cities of Del Rey Oaks and Monterey), a proposed new Highway 1 interchange (between Lightfighter Drive and Coe Avenue/Fremont Boulevard, City of Seaside) and Highway 68 Improvements (between York Road and Highway 218, Cities of Del Rey Oaks and Monterey).

FORA employed the services of Higgins Associates, Inc. to utilize the Association of Monterey Bay Area Governments ("AMBAG") Regional Transportation Model to quantify the traffic mitigative potential of Golf Boulevard, South Boundary Road and the proposed Highway 1 interchange.

Traffic modeling results for Golf Boulevard did not demonstrate mitigative potential for this local collector. Golf Boulevard will serve as an ingress/egress road for the future-planned Marina Hotel and Golf Course development on the north side of the airport property. No appreciable reduction in travel times for intra-regional or interregional travel were predicted by the Regional Transportation model. Consequently, traffic volumes on adjacent corridors (e.g. Blanco Road, Reservation Road, Del Monte Boulevard) saw negligible reductions in traffic volumes. Therefore, no justification to assign FORA obligations from these adjacent corridors to Golf Boulevard could be demonstrated.

Similarly, the Regional Transportation model did not demonstrate any appreciable travel time reductions for intra/interregional traffic on the corridors (e.g. Highway 68, Highway 218) adjacent to South Boundary Road (linked to General Jim Moore Boulevard via York Road). Correspondingly, traffic volumes on the adjacent corridors saw negligible reductions in traffic volumes, therefore precluding justification to assign FORA obligations from these corridors to South Boundary Road.

Regarding the Highway 1 interchange (between Lightfighter Drive and Coe/Fremont interchanges), the U.S. Army has confirmed that it will not permit this proposal by CalTrans, in that the ingress/egress ramps for the interchange would bifurcate the Ord Military Community ("OMC"). Such a bifurcation to OMC property would be in conflict with the U.S. Army's Residential Communities Initiative ("RCI") program, particularly with respect to Homeland Security. Although the US Army has confirmed it would not support the interchange proposal, Higgins and Associates did perform an analysis of introducing the improvement on Highway 1 to assess potential benefits. The analysis conclusions are contained within the Higgins Report, section VI, subsection C (page 40) herein.

Additionally, FORA's obligation to financially contribute to Highway 1 improvements are currently applied to increasing traffic volume capacity on Highway 1 (six-laning between Coe/Fremont interchange and Highway 218). The widening project remains a component of CalTrans' program for Highway 1 future improvements. FORA's mitigation obligations for Highway 1 improvements will therefore remain as required under the BRP obligation to contribute to the widening project as defined in the CalTrans approved Project Study Report ("PSR"), unless CalTrans and/or TAMC conclude otherwise.

The fourth project identified as a "candidate" project is the Highway 68 widening project (between Ragsdale Drive and Highway 218). At the time of its inclusion as a "candidate" project, this improvement was not a fully funded project. Since that time, the project has been fully funded and is slated for construction in 2003. With that noted, the AMBAG Regional Transportation Model includes this four-lane improvement as an existing condition on the regional network. Therefore, FORA's fiscal obligation, or a portion thereof, on the off-alignment Highway 68 corridor through Fort Ord or other FORA transportation obligations, would not be legitimately reassigned to this already funded improvement.

The final report from Higgins Associates, Inc. detailing the results for this process is included herein (Appendix C, Attachment B, page 35).

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 water 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 water supply, the adopted BRP requires an augmentation of 2400 AF/yr to achieve the development level permitted by the BRP.

Given the above, the FORA Board approved the Development Fee inclusive of a $15M earmark for potable water augmentation. The $15M in January 2003 dollars has escalated to $17,991,190 and has been placed in the CIP document as an even distribution of funds over a fifteen year period, beginning in FY 2005/2006.

This Development Fee cost element is intended to address the mandates in FORA's Development and Resource Management Plan ("DRMP") which state the following under the "Management of Water Supply" Section, Article 3.11.5.4(d) 3) Reclaimed Water Source and Funding, and Article 3.11.5.4(d) 5) Additional Water Supplies Program:

> **"FORA shall continue to actively participate in and support the development of reclaimed water supply sources by the water purveyor and the Monterey Regional Water Pollution Control Agency ("MRWPCA") to ensure adequate water supplies for the former Fort Ord. The CIP shall fund a reclaimed water program adequate for the full development of industrial and commercial land uses and golf course development."**
>
> **"FORA may investigate and provide appropriate augmentation of the potable water supplies to:**
> **(a) assure the long-range water supplies for the needs and plans for the planned uses at the former Fort Ord;**
> **(b) assure the economic viability of the reuse financing measures; and**
> **(c) promote the goals established for FORA in SB-899."**

FORA continues to work with Marina Coast Water District ("MCWD") to define the most appropriate water augmentation program with which to proceed. During 2002 and continuing through 2003, MCWD staff and consultants are advancing detailed analyses of a series of potential water augmentation projects, narrowing the field of potential projects from twenty-seven possibilities to seven viable projects. At the time of this writing, these seven viable projects have been refined to what are considered the two most-viable projects. These two viable projects are the expansion of the existing MCWD desalination facility to accommodate the 2400 AF/yr augmentation and/or advancing a recycled water project to provide the 2400 AF/yr requirement.

Once MCWD staff/consultants complete the analyses, focusing on the parameters of long-term sustainability, environmental impact and life cycle costs, they will be positioned to provide recommendations to the MCWD and FORA Boards of Directors as how best to proceed with a water augmentation program. These recommendations are expected to move forward to the Boards of Directors during 2003.

c) Storm Drainage System Projects

The adopted BRP recognizes the need to eliminate the discharge of storm water runoff from the former Fort Ord to the National Marine Sanctuary. In addition, the BRP FEIR specifically addresses the need to remove the four storm water outfalls that currently discharge 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, the FORA Board included a $5.2M earmark in the Development Fee adopted in 1999, which has escalated to $6,084,621 (January 2003 dollars).

FORA and the City of Seaside, as co-applicants, have secured EDA Grants to advance the design and construction of alternative disposal (retention) systems for storm water runoff that will allow for the removal of the existing outfalls. The grant proceeds are being used by FORA to complete designs and environmental review, and for construction (forecast for 2003) of the storm drainage system improvements, which will include the required removal of the outfalls.

Final design work advanced during 2002/03 has demonstrated that all work required to retain/percolate stormwater, eliminate discharge into the Sanctuary and remove the Stormwater Outfalls may be fully accomplished with the available EDA Grant funds. Barring unforeseen delays in the regulatory approval/permitting processes, it is expected that all work under this obligatory project element will be concluded by December 2003. Table 3 (page 27) herein, therefore reflects this obligation as having been met.

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 will take on 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 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 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 during FY 2003/04.

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. $200,000 previously appropriated by the FORA Board from the 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 $4,839,046 is achieved.

e) Public Facility (Fire Fighting Enhancement) Requirements

During the past year, FORA staff has met with the FORA Administrative Committee, the FORA Executive Committee, fire officials from the land use jurisdictions and the U.S. Army to refine how the FORA capital obligation will best be met. Following the Administrative Committee's review of recommendations from the jurisdictions' fire officials, the Administrative Committee has concurred with the recommendations to purchase fire fighting vehicles, one each for the Ord Military Community, Salinas Rural Fire Department, and fire departments in the cities of Marina, Seaside and Monterey. FORA's financial obligation is spread over a ten-year period beginning in FY 2004/05, to accommodate purchases by the fire districts/departments, as shown in Table 3, page 27 herein.

f) Building Removal Program

The BRP includes, as a base wide obligation, the removal of non-useable building stock to make way for redevelopment of certain portions of the cantonment, housing, and East Garrison areas of the former Fort Ord. The FORA Board has re-confirmed that within the EDC areas, select building removal (required for redevelopment) is a base wide cost and is the responsibility of FORA. It has been assumed to date that most (if not all) of this select building removal will be funded from land sale (or lease) revenues. Therefore, funding to accomplish the building removal remains project development dependent and may be uneven in its accrual.

FORA will continue to work with its Member Agencies to develop priority areas for building removal in the following areas:

1. Within the City of Marina along Highway 1 east to 2nd Avenue, including all of Combat Development Experimentation Command ("CDEC") Hill. (Similar to West University Village area in the proposed Marina General Plan)
2. Within the City of Marina from 2nd Avenue East to California State University Monterey Bay ("CSUMB"). (Including but larger than North University Village area in the proposed Marina General Plan)
3. Surplus II – Within the City of Seaside, selected buildings not programmed for reuse along Gigling.
4. East Garrison – Selected buildings within this area of the County that are not programmed for reuse.

The Building Removal Program will proceed as development occurs and land sale proceeds are collected, with a few exceptions where grants, federal programs, or other seed funds are secured to accelerate removal. The Building Removal Program is recommended to proceed as follows:

1. Systematic phasing of building removal, to be sequenced as developments come on line, as follows:

    a) FY 2001/02 and FY 2002/03; +/- $1.4M bond issuance (collateralized by Preston Park lease proceeds as endorsed by the FORA Board), that provided for the removal of the buildings within the 12th Street corridor (Imjin Parkway).

    b) Earmark a funding level as shown in Table 3 (Page 27) herein to accommodate an estimated cost of $75.4M to bring the building removal program to completion. The accompanying map (Figure 3) depicts (shaded areas) where anticipated land sale proceeds will be applied. Figure 3 also depicts building removal activity along Imjin Parkway as was concluded this past year.

2. Account for building removal/disposal provided by the Army under its legislated mandate to develop "thermo-chemical" conversion or other technologies of the building materials/building stock slated for removal on the former Fort Ord.

3. Seek supplemental funds (grants or low/no interest loans) to enhance and accelerate building removal.

4. Continue to explore and deploy deconstruction principles wherever practical.

   It should be noted that in select cases, a project developer may choose to accelerate the building removal process by taking on portions of the requirements by using buildings in place or demolishing structures in advance of land sale cash flow availability. In these cases, through negotiating the final sale price of such a parcel, FORA will 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.

   In anticipation of revenue accrual and in order to accomplish proper prioritization and sequencing of building removal activities, the local agencies and FORA should consider buildings for removal based upon the following factors:

- The removal should be based upon a community process involving participation from the most affected communities. This review may very well be tied to the specific planning process that should soon be underway for the West & North University Village development.
- The removal or interim transformation of the buildings should be based upon multiple factors emphasizing interim economic return, safety and aesthetics. In this regard, buildings (such as the warehouses near Highway 1) may be transformed to preserve the economic opportunity, while buildings more remote which have little economic potential and are unsafe in their deteriorated condition may be high candidates for removal when considered through a public process outlined above.

In order to facilitate a sequenced removal of the World War II era buildings on the former Fort Ord, FORA and Marina staff were directed to produce for the Administrative Committee:

1. Criteria for prioritizing building removal.
2. A process for evaluating building removal priorities.
3. An illustrative Building Removal Map with initial target areas identified.

On January 7, 2002 City of Marina and FORA staff met to begin to develop the three items above. After discussion, it was decided to focus efforts on defining Items 1 and 2 above. It was felt that future refinement of the criteria and process during the development of specific projects and the University Village Specific Plans would be needed before a FORA/Marina Map outlining areas for building removal would be effective.

Marina is anxious to keep all opportunities for development open as they develop their Specific Plan for the North and West University Villages. 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.

BUILDING REMOVAL GUIDANCE CRITERIA

Initial - Joint Marina/FORA Staff Review to define upcoming areas of removal

Criteria Initially Evaluated by Marina:

- 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 based upon a FORA report evaluating reuse opportunities under the FORA Reuse Hierarchy, e.g.:
    1. Reuse in Place,
    2. Relocation,
    3. Deconstruction,
    4. Demolition.
- Develop land/buildings efficiently.

Criteria Initially Evaluated by FORA:

- Facilitate land sales revenue to pay for building removal as base-wide costs.
- Optimize building removal costs/funding.
- Remove obsolete buildings in Economic Development Conveyance parcels.
- Eliminate Highway One corridor impacts.

BUILDING REMOVAL EVALUATION PROCESS

To specify buildings for removal in an area designated by the criteria above.

1. Initial FORA/Marina Staff Review:

- Prioritize candidate buildings for removal based on the following priorities:
    1. Public/Environmental Safety needs.
    2. Priorities defined by the University Village Specific Plans.
    3. Road and Infrastructure needs.

2. Marina Council Approval:

- Marina Planning Department Review.
- Marina Council approval of buildings to be removed.

3. FORA Board Approval:

- FORA Board approval of buildings to be removed.

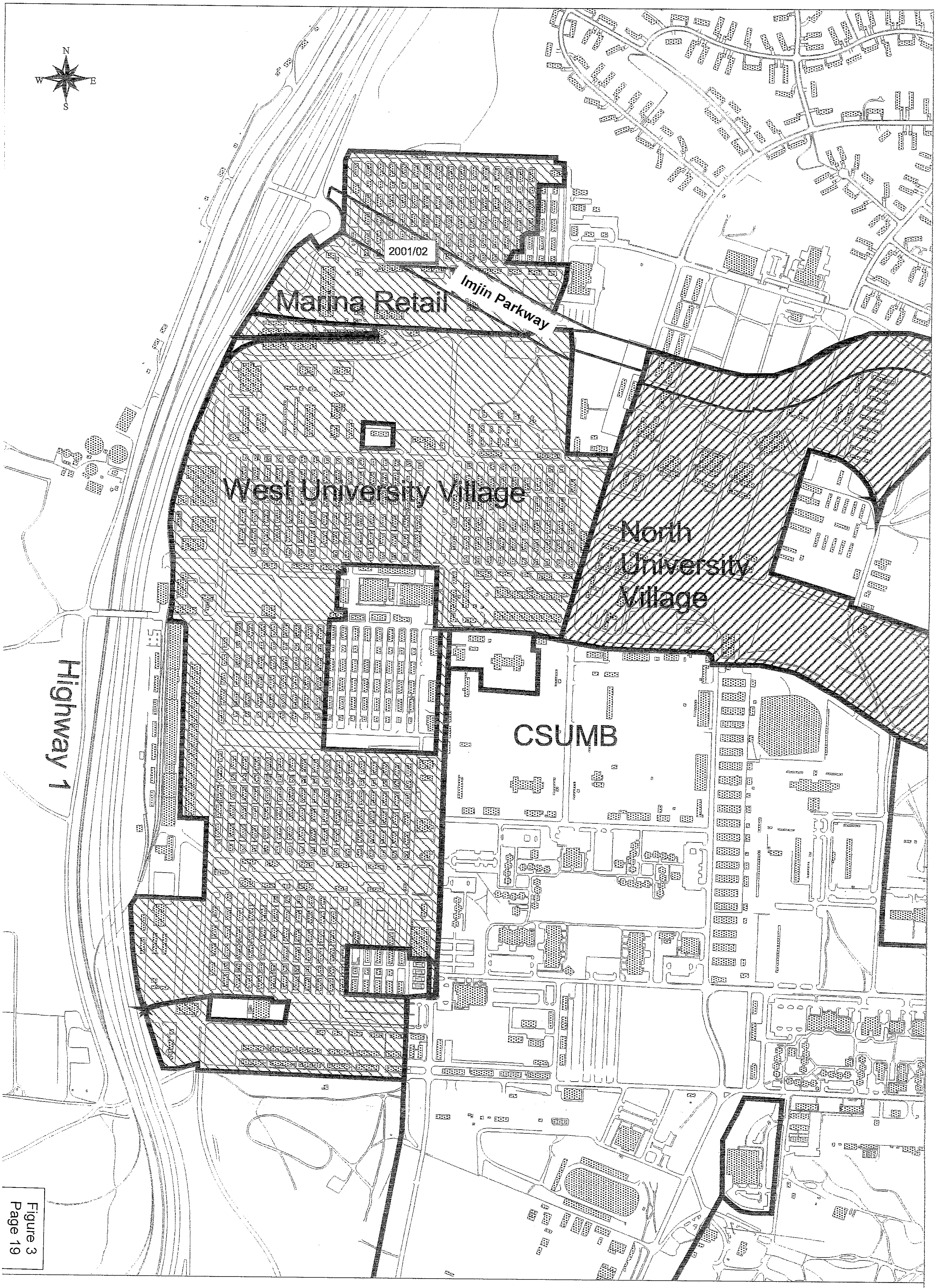


Figure 3
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Building Removal Map

Legend

- N. UNIVERSITY VILLAGE
- MARINA RETAIL
  W. UNIVERSITY VILLAGE

NOTE:

1) SEASIDE SURPLUS AREA II, +/- $1 MILLION ALLOTTED.

2) MONTEREY COUNTY, EAST GARRISON +/- $1 MILLION ALLOTTED.

Prepared By David R. Johnston (831) 384-7085 5/25/01

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 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 capital development of the systems is in sequence with development needs on the former Fort Ord.

Capital improvements for system(s) operations and improvements are to be funded by customer rates, uniformly distributed to the water and wastewater collection system customers.

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 2003/2004 THROUGH 2021/2022 CIP

Sections I & II of this document, more particularly the projected costs and revenues of the obligatory elements of the CIP, are summarized in this Section III on Table 3, page 27. The reader's attention is directed to the following Article a), which provides more detail on the Transportation/Transit Element, the most costly and complex portion of the program.

a) Transportation/Transit Element

Background Information

Since 1995, FORA has pursued EDA Grant funds to design, environmentally assess and construct much-needed improvements on the infrastructure systems that are victims of deferred maintenance. Additionally, FORA needed to address bringing Army constructed improvements into compliance with transportation and municipal standards.

Such improvements were implemented predominately on the existing water system, wastewater collection system and roadway system, funded by grants secured in 1995, 1996 and 1997.

Following adoption of the BRP, the FORA Board shifted its attention to the obligatory transportation network projects, which represent the largest percentage of the base wide obligatory capital costs.

FORA Staff was directed to pursue funding based upon the Board's July 1998 action to re-prioritize several transportation project elements considered to be top priorities.

EDA Grant Funds were again secured in 1998, 1999, 2000, 2001 and 2003, and have been utilized for construction of the following top priority obligatory projects:

- California Avenue
- Blanco Road
- Imjin Road/Imjin Gateway
- Reservation Road
- 12th Street Gateway/Imjin Parkway
- 2nd Avenue (forecast for construction in 2003/04)

The following spreadsheet (Table 1), entitled "CIP Obligatory Offsets" graphically demonstrates the fiscal offsets against the obligatory costs of the above-listed projects, as well as previously completed projects that have also reduced the BRP obligations. Table 1 also includes obligation offsets for the storm drainage system improvements currently underway.

Table 2, page 25 "time-places" transportation/transit obligations over the CIP horizon.

Capital Improvement Program - Obligatory Project Offsets

Transportation/Transit

Project #	Project Title	Project Limits	Transportation Improvement Costs July 1997 TAMC Study (May 1995 dollars)	TAMC Preliminary Nexus Improvement Costs (July 1997 Study) FORA Development Share (1995 dollars)	15.96% Improvement Cost Inflation (from May 1995 to January 2001)	95/'96 - '02/'03 Capital Improvement Program (Obligatory $ Offsets): FORA Project Offsets thru JANUARY 2002	2.9% Impr. Cost Inflation (1/01-1/02) on Net FORA OBLIGATIONS @ 2002	FORA Project Offsets thru JANUARY 2003	1.8% Impr. Cost Inflation (1/02-1/03) on Net FORA OBLIGATIONS @ 2003	Project #
Regional Improvements*										
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.	$ 20,000,000	$ 6,400,000	$ 7,421,440		$ 7,636,662		$ 7,774,122	R3
R6	Highway 68 - Bypass Freeway	Construct Highway 68 bypass from Highway 218/Hwy 68 to east of San Benancio Road intersection.	$ 177,000,000	$ 18,054,000	$ 20,935,418		$ 21,542,545		$ 21,930,311	R6
R9	Highway 218 Widening	Widen Highway 218 from 2 lanes to 4 lanes between Gen. Jim Moore Blvd and Highway 68 intersection.	$ 3,590,000	$ 1,629,860	$ 1,889,986		$ 1,944,795		$ 1,979,801	R9
Subtotal Regional Improvements			$ 704,590,000	$ 26,083,860	$ 30,246,844	$ -	$ 31,124,002	$ -	$ 31,684,234	

*Previous CIP documents included Regional Improvements R1 through R9 from TAMC's 1997 study. The only improvements for which FORA has an obligation are projects R3, R6 and R9, therefore only these three appear in the current CIP document.

Project #	Project Title	Project Limits	Transportation Improvement Costs July 1997 TAMC Study (May 1995 dollars)	TAMC Preliminary Nexus Improvement Costs (July 1997 Study) FORA Development Share (1995 dollars)	15.96% Improvement Cost Inflation (from May 1995 to January 2001)	FORA Project Offsets thru JANUARY 2002	2.9% Impr. Cost Inflation (1/01-1/02) on Net FORA OBLIGATIONS @ 2002	FORA Project Offsets thru JANUARY 2003	1.8% Impr. Cost Inflation (1/02-1/03) on Net FORA OBLIGATIONS @ 2003	Project #
Off-Site Improvements										
1	Davis Road-Widening n/o Blanco	Widen Davis Road from 2 lanes to 4 lanes from Blanco Road northerly to West Rossi Street (Northerly of SP Railway). Widen from 4 lanes to 6 lanes from West Rossi St northerly to Hwy 101.	$ 10,000,000	$ 5,570,000	$ 6,458,972		$ 6,646,282		$ 6,765,915	1
2	Davis Road- New bridge	(PFIP T-4) Replace existing bridge, 4 lanes wide at higher elevation (at Salinas River) to avoid wash outs.	$ 5,000,000	$ 2,030,000	$ 2,353,988		$ 2,422,254		$ 2,465,855	2
3A	Blanco Road-Widening and bridge *[Footnote 1]*	(PFIP T-5.1) Widen from Reservation Rd to south of the Salinas River Bridge.	$ 12,378,000	$ 6,337,536	$ 858,104	$ 858,104	$ -	$ -	$ -	3A
3B		(PFIP T-5.2) Widen Salinas River Bridge & widen Blanco Road to Alisal Road, including ROW.			$ 6,490,903	$ 753,848	$ 5,903,429	$ 253,930	$ 5,751,190	3B
4A	Reservation Road-Widening *[Footnote 2]*	(PFIP T-6, T-7, T-8, TAMC Study Table 6-1.) Reservation Road, widen from Del Monte Avenue to Crescent Ave.	$ 12,664,400	$ 9,068,973	$ 1,261,966		$ 1,298,563		$ 1,321,937	4A
4B		(PFIP T-6, T-7, T-8, TAMC Study Table 6-1.) Reservation Road, widen from Salinas Avenue to Blanco Road.			$ 3,365,242		$ 3,462,834	$ 2,081,176	$ 1,406,528	4B
4C		(PFIP T-6, T-7, T-8, TAMC Study Table 6-1.) Reservation Road, construct new 4-lane road from Reservation Road to Watkins Gate.			$ 5,889,173		$ 6,059,960		$ 6,169,039	4C
5	Del Monte-Seaside/Monterey	(PFIP T-9) Widen Del Monte Boulevard from 4 lanes to 5 lanes from Monterey City Limits, south of Highway 218 (Canyon Del Rey Boulevard), northerly to Fremont Boulevard. (See PFIP Project T-9)	$ 10,000,000	$ 3,420,000	$ 3,965,832		$ 4,080,841		$ 4,154,296	5
6	Del Monte-Marina	PFIP T-10) Widen Del Monte Boulevard from 4 lanes to 6 lanes from proposed junction of Second Avenue extension with Del Monte Boulevard northerly to the intersection of Reservation Road.	$ 5,576,300	$ 4,488,922	$ 5,205,354		$ 5,356,309		$ 5,452,723	6
7	California *Footnote [3]*	(PFIP T-12, T-13) Construct new 2-lane arterial from Tamara Court south to Third Avenue. Upgrade existing California Avenue to 2-lane arterial from Tamara Court to Reservation Road.	$ 2,460,000	$ 697,500	$ 808,821	$ 813,642	$ -		$ -	7
8	Crescent	(PFIP T-14) Extend existing Crescent Court southerly to join proposed Abrams Drive on the former Fort Ord (See Project # F02).	$ 720,000	$ 720,000	$ 834,912		$ 859,124		$ 874,588	8
Subtotal Off-Site Improvements			$ 58,798,700	$ 32,332,931	$ 21,747,949	$ 2,425,594	$ 36,089,596	$ 2,335,106	$ 34,362,071	

Footnote #	Project #	
(1)	Off-Site 3A & 3B	$1,865,882 of: EDA No. 07-49-03853.02 ($1,453,930); and EDA No. 07-49-04072.02 ($411,952) apply to these improvements. FORA obligation is met on 3A, with remaining offset applied against 3B as shown.
(2)	Off-Site 4A & 4B	$2,081,176 of: EDA No. 07-49-03853.02 ($1,638,472); and EDA No. 07-01-03734 ($442,704) apply to these improvements. FORA obligation is met on 4A, with remaining obligations on 4B and 4C as shown. See note 9 on Table 2.
(3)	Off-Site 7	$813,642 of: EDA No. 07-49-04072.03 applies to this improvement - FORA development obligation is met.

Capital Improvement Program - Obligatory Project Offsets

Transportation/Transit						95/'96 - '02/'03 Capital Improvement Program (Obligatory $ Offsets)				
Project #	Project Title	Project Limits	Transportation Improvement Costs July 1997 TAMC Study(May 1995 dollars)	TAMC Preliminary Nexus Improvement Costs (July 1997 Study) Fort Ord Development Share (1995 dollars)	15.96% Improvement Cost Inflation (from May 1995 to JANUARY 2001)	FORA Project Offsets thru JANUARY 2002	2.9% Impr. Cost Inflation (1/01-1/02) on Net FORA OBLIGATIONS @ 2002	FORA Project Offsets thru JANUARY 2003	1.8% Impr. Cost Inflation (1/02-1/03) on Net FORA OBLIGATIONS @ 2003	Project #
On-Site Improvements										
FO1	Gateway & Misc Safety Improvements *Footnote [4]*	(PFIP T-15, T-16.1 thru T-16.13, T-17.1 thru T-17.5, T-18.1 thru T-18.5) Construct new gateway entrances to the former Fort Ord at 5 locations: Light Fighter Drive east of Highway 1; Twelfth Street (11th Street) east of Highway 1; Imjin Road north of Reservation Road; East Garrison south of Reservation Road; General Jim Moore Boulevard at Highway 218. Safety improvements and rehabilitation of roadways suffering from deferred maintenance in various locations as defined in PFIP.	$ 20,300,364	$ 10,520,364	$ 12,199,414	$ 2,221,943 (Rehab & Safety) $ 1,009,212 (Lightfighter Gtwy) $ 1,200,000 (Imjin Gateway) $ 993,304 (Gen J Moore	$7,000,696	$ (530,484) (Lightfighter Gtwy) $ 737,647 (Imjin Gateway) $ 650,000 (12th Street Gtwy)	$ 6,254,117	FO1
FO2	Abrams	(PFIP T-39) Construct a new 2-lane arterial from intersection with the Second Avenue (link to Del Monte Boulevard, in Marina, (See project FO#8)) easterly to intersection with Crescent Court extension (See Project #8).	$ 603,000	$ 603,000	$ 699,239		$ 719,517		$ 732,468	FO2
FO3	12th/Imjin *Footnote [5]*	(PFIP T-19, T-26) Realign Twelfth Street from Highway 1 to California Avenue as 4-lane arterial and widen Twelfth Street and Imjin Road from 2 lanes to 4-lane arterial from California Avenue to Reservation Road.	$ 9,065,000	$ 4,532,500	$ 5,255,887	$ 6,218,188	$ (990,208)	$ 1,733,812	$ (2,773,053)	FO3
FO4	Blanco/Imjin Connector	(PFIP T-40) Construct new 4 lane arterial from Imjin Road (@ Abrams), northeasterly to Reservation Road (@ Blanco).	$ 4,080,000	$ 4,080,000	$ 4,731,168		$ 4,868,372		$ 4,956,003	FO4
FO5	8th. Street	(PFIP T-21, T-31, & T-32) Upgrade/construct 2-lane arterial from Hwy 1 Overpass to Inter-Garrison (Eighth Street Cutoff).	$ 3,821,000	$ 3,248,615	$ 3,767,094		$ 3,876,340		$ 3,946,114	FO5
FO6	Inter-Garrison	(PFIP T-38) Upgrade to 2-lane arterial from Eighth Street Cutoff easterly to Reservation Road.	$ 4,480,000	$ 3,808,000	$ 4,415,757		$ 4,543,814		$ 4,625,603	FO6
FO7	Gigling	(PFIP T-23 & T-35) Upgrade/construct new 4-lane arterial from General Jim Moore Blvd. easterly to Eastside Road.	$ 4,537,800	$ 3,221,838	$ 3,736,043		$ 3,844,389		$ 3,913,588	FO7
FO8	2nd Avenue *Footnote [6]*	(PFIP T-27, T-29) Upgrade/construct 4-lane arterial from Lightfighter Drive to Del Monte Blvd.	$ 7,232,500	$ 5,398,068	$ 6,259,600		$ 6,441,128	$ 4,611,765	$ 1,862,292	FO8
FO9	General Jim Moore Blvd.	(PFIP T-33, T-34) Widen from 2 lanes to 4 lanes from Normandy Road to Coe Avenue. Upgrade and reconstruct as 2-lane arterial from Coe Avenue to Highway 218.	$ 6,160,600	$ 3,326,724	$ 3,857,669		$ 3,969,542		$ 4,040,994	FO9
FO10	California *Footnote [7]*	(PFIP T-20, T-30) Construct new 2-lane arterial from Third Avenue southerly to intersection with Eighth Street.	$ 2,769,200	$ 1,038,450	$ 1,204,187	$ 1,220,474	$ -		$ -	FO10
FO11	Salinas Avenue	(PFIP T-24) Construct new 2 lane arterial from Reservation Road southerly to Abrams Drive.	$ 2,412,000	$ 2,412,000	$ 2,796,955		$ 2,878,067		$ 2,929,872	FO11
FO12	Eucalyptus Road	(PFIP T-37) Upgrade to 2-lane collector from General Jim Moore Boulevard to Parker Flats cut-off.	$ 2,880,000	$ 2,880,000	$ 3,339,648		$ 3,436,498		$ 3,498,355	FO12
FO13	Eastside Road	(PFIP T-36) Construct new 2-lane arterial from intersection with Gigling Road (See Project #FO7) northeasterly to intersection with Imjin Road (See Project #FO3).	$ 6,020,000	$ 4,358,480	$ 5,054,093		$ 5,200,662		$ 5,294,274	FO13
Subtotal On-Site Improvements			$ 74,361,464	$ 49,428,039	$ 57,316,754	$ 11,853,909	$ 45,788,816	$ 7,202,740	$ 39,280,627	
Transit Capital Improvements										
T3	Transit Vehicle Purchase & Replacement	15 busses	$ 15,000,000	$ 5,000,000	$ 5,798,000		$ 5,966,142		$ 6,073,533	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).	$ 3,800,000	$ 3,800,000	$ 4,406,480		$ 4,534,268		$ 4,615,885	T22
Subtotal Transit Improvements			$ 18,800,000	$ 8,800,000	$ 10,204,480	$ -	$ 10,500,410	$ -	$ 10,689,418	
TOTAL TRANSPORTATION/TRANSIT			$ 856,550,164	$ 116,644,830	$ 119,516,027	$ 14,279,503	$ 123,502,823	$ 9,537,846	$116,016,350	

Total Transportation/Transit offsets to date: $ 23,817,349

Footnote #	Project #	
(4)	On-Site F01	$6,281,622 of: EDA Grant No. 07-49-04072 ($3,215,247); and EDA Grant No. 07-49-03853.02 (3,066375) apply to these improvements.
(5)	On-Site F03	$7,952,000 of: EDA Grant No. 07-49-03853.02 (6,552,000); and $1,400,000 from Revenue Bond apply to these improvements - FORA development obligation is met.
(6)	On-Site F08	$4,611,765 of: EDA Grant No. "Pending" ($3,920,000); and $691,765 local match out of Revenue Bond Series B proceeds.
(7)	On-Site F010	$1,220,474 of: EDA Grant No. 07-49-04072.03 applies to this improvement - FORA development obligation is met.

TABLE 1
Sheet 2 of 3

Capital Improvement Program - Obligatory Project Offsets

Storm Drainage System				95/'96 - '02/'03 Capital Improvement Program (Obligatory $ Offsets)				
Project #	Project Title	Project Description	15.96% Improvement Cost Inflation (from May 1995 to January 2001)	FORA Project Offsets thru JANUARY 2002	2.9% Impr. Cost Inflation (1/01-1/02) on Net FORA OBLIGATIONS	FORA Project Offsets thru JANUARY 2003	Net FORA OBLIGATIONS @ JANUARY 2003	Project #
1	Strom Drainage *Footnote [8]*	Retain/Percolate stormwater and remove the four outfalls that currently discharge stormwater runoff into the Monterey Bay National Marine Sanctuary.	$ 5,808,585	$ 3,471,500	$ -	$ -	$ -	1
TOTAL STORM DRAINAGE SYSTEM			$ 5,808,585	$ 3,471,500	$ -	$ -	$ -	

Footnote #	Project #	
(8)	1	$3,471,500 of: EDA Grant No. 07-79-03954 ($137,500); and EDA Grant No. 07-49-05043 ($3,334,000) apply to this improvement. The Project obligations will be fully met with the Grant proceeds, therefore FORA has fully met its obligations under the BRP.

Transportation Network and Transit Elements

Regional Improvements

Project #	Description	2002-2003	2003-2004	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	Project #
R3	Hwy 1-Seaside Sand City						$777,412	$777,412	$777,412	$777,412	$777,412	$777,412	$777,412	$777,412	$777,412	$777,414						$7,774,122	R3
R6	Hwy 68 Bypass Fwy						$2,193,031	$2,193,031	$2,193,031	$2,193,031	$2,193,031	$2,193,031	$2,193,031	$2,193,031	$2,193,031	$2,193,032						$21,930,311	R6
R9	Hwy 218 Widening						$197,980	$197,980	$197,980	$197,980	$197,980	$197,980	$197,980	$197,980	$197,980	$197,981						$1,979,801	R9
Subtotal Regional							$3,168,423	$3,168,423	$3,168,423	$3,168,423	$3,168,423	$3,168,423	$3,168,423	$3,168,423	$3,168,423	$3,168,427						$31,684,234	

Off-Site Improvements

Project #	Description	2002-2003	2003-2004	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	Project #
1	Davis Rd n/o Blanco						$676,591	$676,591	$676,591	$676,591	$676,591	$676,591	$676,591	$676,591	$676,591	$676,596						$6,765,915	1
2	Davis Rd New Bridge						$246,585	$246,585	$246,585	$246,585	$246,585	$246,585	$246,585	$246,585	$246,585	$246,590						$2,465,855	2
3a	Widen Blanco-Res to Salinas Bridge	$0																				$0	3a
3b	Widen Bridge & Blanco to Alisal						$575,119	$575,119	$575,119	$575,119	$575,119	$575,119	$575,119	$575,119	$575,119	$575,119						$5,751,190	3b
4a [9]	Widen Res, Del Monte to Crescent	$0																				$0	4a
4b [9]	Widen Res, Salinas Ave to Blanco	$0																				$0	4b
4c	New 4 lane from Res to Watkins Gt			$616,904	$616,904	$4,935,231																$6,169,039	4c
5	Del Monte-Seaside & Monterey						$415,429	$415,429	$415,429	$415,429	$415,429	$415,429	$415,429	$415,429	$415,429	$415,435						$4,154,296	5
6 [9]	Del Monte-Marina						$540,813	$540,813	$540,813	$540,813	$540,813	$540,813	$540,813	$540,813	$540,813	$540,818						$5,408,135	6
7	California Ave	$0																				$0	7
8	Crescent Ave				$87,459	$87,459	$699,670															$874,588	8
Subtotal Off-Site		$0		$616,904	$704,363	$5,022,690	$3,154,207	$2,454,537	$2,454,537	$2,454,537	$2,454,537	$2,454,537	$2,454,537	$2,454,537	$2,454,537	$2,454,558						$31,589,018	

On-Site Improvements

Project #	Description	2002-2003	2003-2004	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	Project #
FO1 [10]	Gateway & Misc Safety Imprvmnts					$1,062,815	$576,811	$576,811	$576,811	$576,811	$576,811	$576,811	$576,811	$576,811	$576,811							$6,254,117	FO1
FO2	Abrams			$73,246	$73,246	$585,976																$732,468	FO2
FO3 [9]	12th/Imjin	$0																				$0	FO3
FO4	Blanco/Imjin Connector																		$495,600	$495,600	$3,964,803	$4,956,003	FO4
FO5	8th Street				$394,611	$394,611	$3,156,892															$3,946,114	FO5
FO6	Intergarrison				$462,560	$462,560	$3,700,483															$4,625,603	FO6
FO7	Gigling			$391,358	$391,358	$3,130,872																$3,913,588	FO7
FO8	2nd Ave				$1,862,292																	$1,862,292	FO8
FO9	General Jim Moore Blvd		$404,099	$404,099	$3,232,796																	$4,040,994	FO9
FO10	California Ave	$0																				$0	FO10
FO11	Salinas Ave			$292,987	$292,987	$2,343,898																$2,929,872	FO11
FO12	Eucalyptus Rd		$349,835	$349,835	$2,798,685																	$3,498,355	FO12
FO13	Eastside Rd			$529,427	$529,427	$4,235,420																$5,294,274	FO13
Subtotal On-Site		$0	$753,934	$2,040,952	$10,037,962	$12,216,152	$7,434,186	$576,811	$576,811	$576,811	$576,811	$576,811	$576,811	$576,811	$576,811				$495,600	$495,600	$3,964,803	$42,053,680	

Transit Capital Improvements

Project #	Description	2002-2003	2003-2004	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	Project #
T3	Transit Vehicle Purchase/Replacement				$433,823	$433,823	$433,823	$433,823	$433,823	$433,823	$433,823	$433,823	$433,823	$433,823	$433,823	$433,823	$433,823	$433,834				$6,073,533	T3
T22 [11]	Intermodal Centers			$133,617	$133,617	$1,068,943	$109,323	$109,323	$874,590	$218,647	$218,647	$1,749,178										$4,615,885	T22
Subtotal Transit				$133,617	$567,440	$1,502,766	$543,146	$543,146	$1,308,413	$652,470	$652,470	$2,183,001	$433,823	$433,823	$433,823	$433,823	$433,823	$433,834				$10,689,418	

		2002-2003	2003-2004	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
Grand Totals		$0	$753,934	$2,791,473	$11,309,765	$18,741,608	$14,299,962	$6,742,917	$7,508,184	$6,852,241	$6,852,241	$8,382,772	$6,633,594	$6,633,594	$6,633,594	$6,056,808	$433,823	$433,834	$495,600	$495,600	$3,964,803	$116,016,350

Footnotes	Project #	
[9]	4a,4b,6,F03	FORA exceeded its cost obligations for the 12th St/Imjin project by $2,773,053. As a placeholder, this amount has been applied as a credit against the Reservation Rd Improvement Project (@Del Monte Blvd and @Salinas Ave to Blanco Rd) and the Del Monte-Marina Project. City of Marina's future plans do not call for this Reservation Rd or Del Monte Blvd widening project. See note [2], Table 1.
[10]	FO1	$1,062,815 in 2006/2007 is to be applied to the East Garrison Gateway Improvement Project. The $576,811 per year nine-year distribution (2007/08-2015/16) is to be applied to continue any necessary safety and rehabilitation improvements.
[11]	T-22	The $1,336,177 facility at 8th St. and Gigling is scheduled for construction in 2006/07. The $1,093,236 Park and Ride facility at 12th St. and Imjin is scheduled for construction in 2009/10. The $2,186,472 Intermodal Transportation Center at 1st Ave. south of 8th St. is scheduled for construction in 2012/13.

b) Summary of Obligatory CIP Project Elements (FY 2003/04 through 2021/22)

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

c) CIP Revenue Discussion

As noted throughout this document, the primary funding sources for the CIP obligations are land sale (and lease) revenues and special taxes paid through a CFD. However, another essential element in funding CIP projects is tax increment revenue (or a jurisdiction's substitute, as per the Implementation Agreements) from the adoption of redevelopment at the former Fort Ord. Note that this revenue source is relatively small vis a vis the other two main sources, does not accrue in any significant amount for several years, and is subject to a 12-18 month lag behind project completion and revenue receipt by FORA. Therefore, tax increment revenue serves as a back up to the primary sources of capital.

The FORA Board has approved the indexing of development fees to inflation. Note that the capital improvement costs outlined in this report have increased approximately 21% since first compiled in 1995. Additionally, as FORA performs its reviews of development timing and patterns, the opportunity to defer placement of projects to later years becomes apparent. The most obvious candidate for such cash flow "smoothing out" is the building removal program, for which an assumption has been made that the annual expenditure emulates the forecasted land sale proceeds.

It is noted that the reason for the building removal program deficit shown in the last year of Table 3 is that the appraisal of Marina Heights development project has resulted in less land sales income than projected ($10,095 per housing unit rather than $17,419 assumed in last year's CIP). FORA consultants are currently researching other land sales activity in the local area. They are evaluating whether other per unit land sales revenue estimates need to be revised based on the Marina Heights experience.

In addition, efforts to reduce the overall magnitude and impact of the building removal program, through the Army financed demonstration program, or other cost saving devices, will be employed. It is noted that significant portions of the building removal program will likely be accomplished by individual developers as they remove buildings to make way for their projects in exchange for credits to their land sale purchases.

It is also anticipated that FORA will continue to seek State and Federal Grant funding to offset obligatory costs. To date this funding tool has proven valuable in reducing the magnitude of the FORA capital obligations.

With these tools, or a combination thereof, the FORA Board will be able to fully implement the capital project mitigations and obligations that are its responsibility under the BRP and accompanying FEIR.

Summary of Capital Improvement Program (CIP) 2003/2004 - 2021/2022

	2003-04	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	Build Out Total
CIP Projects Funded By Development Fees																				
Dedicated Revenues																				
Development Fees	1,038,000	3,887,000	29,857,000	24,047,000	24,353,000	17,501,000	18,287,000	15,857,000	17,727,000	5,682,000	11,585,000	10,166,000	10,071,000	10,060,000	10,025,000	10,025,000	10,025,000	10,025,000	10,010,000	250,228,000
Tax Increment Bond (1)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Revenue (grants, etc.)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Revenues	**1,038,000**	**3,887,000**	**29,857,000**	**24,047,000**	**24,353,000**	**17,501,000**	**18,287,000**	**15,857,000**	**17,727,000**	**5,682,000**	**11,585,000**	**10,166,000**	**10,071,000**	**10,060,000**	**10,025,000**	**10,025,000**	**10,025,000**	**10,025,000**	**10,010,000**	**250,228,000**
Expenditures																				
Projects																				
Transportation/Transit	753,934	2,791,473	11,309,765	18,741,608	14,299,962	6,742,917	7,508,184	6,852,241	6,852,241	8,382,772	6,633,594	6,633,594	6,633,594	6,056,808	433,823	433,834	495,600	495,600	3,964,803	116,016,350
Potable Water Augmentation (2)			1,199,413	1,199,413	1,199,413	1,199,413	1,199,413	1,199,413	1,199,413	1,199,413	1,199,413	1,199,413	1,199,413	1,199,413	1,199,413	1,199,413	1,199,413			17,991,190
Storm Drainage System																				0
Habitat Management	260,000	972,000	3,607,046																	4,839,046
Fire Rolling Stock	0	115,227	115,227	115,227	115,227	115,227	115,227	115,227	115,227	115,227	115,227	0	0	0	0	0	0	0	0	1,152,274
Subtotal Projects	1,013,934	3,878,700	16,231,451	20,056,249	15,614,602	8,057,557	8,822,824	8,166,881	8,166,881	9,697,412	7,948,234	7,833,007	7,833,007	7,256,221	1,633,236	1,633,247	1,695,013	495,600	3,964,803	139,998,860
Debt Service																				
Tax Increment Debt Service (1)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal Debt Service	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Expenditures	1,013,934	3,878,700	16,231,451	20,056,249	15,614,602	8,057,557	8,822,824	8,166,881	8,166,881	9,697,412	7,948,234	7,833,007	7,833,007	7,256,221	1,633,236	1,633,247	1,695,013	495,600	3,964,803	139,998,860
Net Annual Revenue	24,066	8,300	13,625,549	3,990,751	8,738,398	9,443,443	9,464,176	7,690,119	9,560,119	(4,015,412)	3,636,766	2,332,993	2,237,993	2,803,779	8,391,764	8,391,753	8,329,987	9,529,400	6,045,197	
Cumulative Revenue	**24,066**	**32,366**	**13,657,914**	**17,648,666**	**26,387,064**	**35,830,506**	**45,294,682**	**52,984,800**	**62,544,919**	**58,529,507**	**62,166,272**	**64,499,265**	**66,737,258**	**69,541,038**	**77,932,802**	**86,324,555**	**94,654,542**	**104,183,942**	**110,229,140**	**110,229,140**
Other Costs																				
Additional Project Costs (3)																				10,513,420
Caretaker Costs (4)																				14,665,000
Total Other Costs																				25,178,420
Contingency Reserve (5), (6), (7)																				85,050,720
Total Other Costs & Contingency Reserve																				110,229,140
Cumulative Net Revenue																				**0**
CIP Projects Funded By Land Sales Revenue																				
Dedicated Revenues	0	76,000	10,308,000	7,170,000	4,420,000	3,543,000	4,143,000	3,083,000	3,339,000	1,162,000	1,162,000	12,085,000	2,387,000	2,387,000	2,387,000	2,387,000	2,387,000	2,387,000	2,378,000	
Land Sales (8)																				67,191,000
Total Revenues	**0**	**76,000**	**10,308,000**	**7,170,000**	**4,420,000**	**3,543,000**	**4,143,000**	**3,083,000**	**3,339,000**	**1,162,000**	**1,162,000**	**12,085,000**	**2,387,000**	**2,387,000**	**2,387,000**	**2,387,000**	**2,387,000**	**2,387,000**	**2,378,000**	**67,191,000**
Expenditures																				
Projects																				
Building Removal	0	76,000	10,308,000	7,170,000	4,420,000	3,543,000	4,143,000	3,083,000	3,339,000	1,162,000	1,162,000	12,085,000	2,387,000	2,387,000	2,387,000	2,387,000	2,387,000	2,387,000	10,608,584	75,421,584
Total Expenditures	0	76,000	10,308,000	7,170,000	4,420,000	3,543,000	4,143,000	3,083,000	3,339,000	1,162,000	1,162,000	12,085,000	2,387,000	2,387,000	2,387,000	2,387,000	2,387,000	2,387,000	10,608,584	75,421,584
Net Annual Revenue (9)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(8,230,584)	
Cumulative Revenue	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	(8,230,584)	(8,230,584)

Note: This is a nineteen year projected 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) Tax increment revenue must remain in reserve to the extent needed to fund interim negative cash flows. Tax increment is not included in this current forecast as being required to fund interim negative cash flows.
(2) Total cost represents FORA's estimated share of total project costs. Phasing of costs assumes project is financed and FORA contributes to debt service payments.
(3) Potential additional basewide expenditures not included in current project cost estimates (eg. sound walls for major streets, street landscaping and habitat/environmental mitigation where FORA is lead agency).
(4) Costs associated with potential delays in redevelopment and interim capital costs associated with property maintenance prior to transfer for development (as per Keyser-Marston estimates of caretaker and other costs, revised).
(5) Revenue sources are in jeopardy of being taken by the State of California and additional costs may be incurred by the slowed pace of development.
(6) Contingency reserve also includes potential debt service to cover individual year shortages.
(7) Contingency for increased habitat management costs due to burn protocols, unknown subsurface conditions and construction cost phasing.
(8) The Land Sales Revenues will be analyzed on a regular basis to reflect any adjustments to land prices in the region.
(9) Indexed land sales revenue may not cover all building removal expenditures. Please refer to Section III c), "CIP Revenue Discussion," page 26 herein.

Source: FORA/MuniFinancial.

Table 3

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 base wide projects under the BRP.

    These base wide project obligations include transportation/transit, potable water augmentation, storm drainage, habitat management, building removal and public facilities (fire fighting enhancement).

APPENDIX B

Community Facilities District Revenue

	Juris-diction	Build Out Total	2003-04	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
New Residential																						
Marina Heights (new)	MAR	$ 37,751,000	$ -	$ -	$ 3,811,000	$ 3,811,000	$ 3,811,000	$ 3,811,000	$ 3,811,000	$ 3,811,000	$ 3,811,000	$ 3,811,000	$ 3,811,000	$ 3,452,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
Cypress Knolls	MAR	1,114,000	-	-	557,000	557,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-
W. University Village	MAR	17,292,000	-	-	-	-	-	-	-	-	-	-	-	2,157,000	2,157,000	2,157,000	2,157,000	2,157,000	2,157,000	2,157,000	2,193,000	
N. University Village	MAR	12,800,000	-	-	-	-	-	-	-	-	-	-	-	1,618,000	1,618,000	1,618,000	1,618,000	1,618,000	1,618,000	1,618,000	1,474,000	
UC 8th Street	MAR	11,864,000	-	-	-	-	-	2,876,000	3,056,000	2,876,000	3,056,000	-	-	-	-	-	-	-	-	-	-	(1)
East Garrison	MCO	52,135,000	-	-	7,191,000	7,191,000	7,191,000	7,191,000	7,191,000	7,191,000	8,989,000	-	-	-	-	-	-	-	-	-		-
UC East Campus	MCO	7,191,000	-	-	-	-	7,191,000	-	-	-	-	-	-	-	-	-	-	-	-	-		-
Seaside Highlands	SEA	9,872,000	1,038,000	2,942,000	2,933,000	2,959,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-
Seaside Golf Course	SEA	4,495,000	-	899,000	899,000	899,000	899,000	899,000	-	-	-	-	-	-	-	-	-	-	-	-		-
Sunbay Affordable	SEA	2,302,000	-	-	1,151,000	1,151,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-
Stillwell Kidney	SEA	12,586,000	-	-	-	-	1,798,000	1,798,000	1,798,000	1,798,000	1,798,000	1,798,000	1,798,000	-	-	-	-	-	-	-		-
Seaside Residential	SEA	19,776,000	-	-	-	-	-	-	-	-	-	-	-	2,481,000	2,481,000	2,481,000	2,481,000	2,481,000	2,481,000	2,481,000	2,409,000	
Other Residential	Various	25,315,000	-	-	-	-	-	-	-	-	-	-	-	-	3,596,000	3,596,000	3,596,000	3,596,000	3,596,000	3,596,000	3,739,000	
Existing Residential																						
Preston Park	MAR	$ 3,827,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,827,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	(2)
Cypress Knolls	MAR	3,712,000	-	-	928,000	928,000	1,856,000	-	-	-	-	-	-	-	-	-	-	-	-	-		-
Abrams B	MAR	2,076,000	-	-	-	-	-	-	-	-	-	-	2,076,000	-	-	-	-	-	-	-	-	(3)
Sunbay	SEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(4)
Brostrom	SEA	1,946,000	-	-	973,000	973,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-
Fredricks-Schoonover (CSU)	MCO	1,406,000	-	-	-	-	-	-	-	-	-	-	-	173,000	173,000	173,000	173,000	173,000	173,000	173,000	195,000	(1)
Office																						
Del Rey Oaks Office	DRO	$ 87,000	$ -	$ -	$ 87,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
Monterey City Office	MRY	40,000	-	-	-	-	-	-	-	-	-	-	-	40,000	-	-	-	-	-	-		-
Monterey County Office	MCO	39,000	-	-	-	12,000	-	-	-	12,000	-	-	-	15,000	-	-	-	-	-	-		-
The First Tee office	SEA	8,000	-	8,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-
Seaside Office	SEA	24,000	-	-	-	12,000	12,000	-	-	-	-	-	-	-	-	-	-	-	-	-		-
UC Office	MAR	46,000	-	23,000	23,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1)
Industrial																						
Marina Light Industrial/Office	MAR	$ 154,000	$ -	$ -	$ 11,000	$ 22,000	$ 22,000	$ 11,000	$ 11,000	$ 11,000	$ 11,000	$ 11,000	$ 11,000	$ 11,000	$ 11,000	$ 11,000	$ -	$ -	$ -	$ -	$ -	
Industrial -- City Corp. Yard	MRY	68,000	-	-	-	-	-	-	-	-	-	-	-	68,000	-	-	-	-	-	-		-
Industrial -- Public/Private	MRY	68,000	-	-	-	-	-	-	-	-	-	-	-	68,000	-	-	-	-	-	-		-
Monterey County Light Ind.	MCO	264,000	-	-	-	27,000	27,000	27,000	27,000	27,000	27,000	27,000	27,000	48,000	-	-	-	-	-	-		-
UC MBEST (R&D)	MAR/MCO	404,000	-	15,000	15,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	24,000	-	-	-	-	-	(1)
Retail																						
Del Rey Oaks Retail	DRO	$ 606,000	$ -	$ -	$ 606,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
Marina Retail	MAR	3,012,000	-	-	580,000	580,000	580,000	580,000	692,000	-	-	-	-	-	-	-	-	-	-	-		-
Monterey County Retail	MCO	1,074,000	-	-	-	537,000	537,000	-	-	-	-	-	-	-	-	-	-	-	-	-		-
East Garrison Retail	MCO	303,000	-	-	-	-	-	-	303,000	-	-	-	-	-	-	-	-	-	-	-		-
Stillwell Retail	SEA	89,000	-	-	-	-	89,000	-	-	-	-	-	-	-	-	-	-	-	-	-		-
Gateway Retail Phase 1	SEA	1,562,000	-	-	1,562,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-
Gateway Retail Phase 2	SEA	1,562,000	-	-	-	1,562,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-
Surplus 2 Retail	SEA	89,000	-	-	-	89,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-
Hotel (rooms)																						
Del Rey Oaks Hotel	DRO	$ 3,247,000	$ -	$ -	$ 3,247,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
Marina Airport Hotel/Golf	MAR	4,810,000	-	-	2,405,000	2,405,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-
Seaside Golf Course Hotel	SEA	2,646,000	-	-	2,646,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-
Seaside Golf Course Timeshares	SEA	1,363,000	-	-	232,000	297,000	305,000	273,000	160,000	96,000	-	-	-	-	-	-	-	-	-	-		-
UC MBEST Conf. Hotel	MAR	1,203,000	-	-	-	-	-	-	1,203,000	-	-	-	-	-	-	-	-	-	-	-		-
Total		$ 250,228,000	$ 1,038,000	$ 3,887,000	$ 29,857,000	$ 24,047,000	$ 24,353,000	$ 17,501,000	$ 18,287,000	$ 15,857,000	$ 17,727,000	$ 5,682,000	$ 11,585,000	$ 10,166,000	$ 10,071,000	$ 10,060,000	$ 10,025,000	$ 10,025,000	$ 10,025,000	$ 10,025,000	$ 10,010,000	

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, 2002	Index 02/03	Effective July 1, 2003
New Residential (per du):	$ 34,324	2.9%	$ 35,319	1.8%	$ 35,955
Existing Residential (per du):	10,320	2.9%	10,619	1.8%	10,810
Office & Industrial (per acre).	4,499	2.9%	4,629	1.8%	4,712
Retail (per acre).	92,768	2.9%	95,458	1.8%	97,176
Hotel (per room)	7,653	2.9%	7,875	1.8%	8,017
Project-specific rates					
Cypress Knolls Housing (total)	$ 4,638,400	2.0%	$ 4,731,168	2.0%	$ 4,825,791
Hayes Housing (per unit)	24,324	NA	25,319	NA	$ 25,955

(1) If property remains under State ownership, CFD contribution to be collected through separate assessment district or negotiated arrangement, or through possessory interest if property leased to private entity. For UC parcels, special tax waived in lieu of UC funding habitat management costs

(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

Sources: MuniFinancial

APPENDIX B

Land Sales Revenue

	Juris-diction	Build Out Total	2003-04	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
New Residential																					
Marina Heights (new)	MAR	$ 5,300,000	$ -	$ -	$ 535,000	$ 535,000	$ 535,000	$ 535,000	$ 535,000	$ 535,000	$ 535,000	$ 535,000	$ 535,000	$ 485,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Cypress Knolls	MAR	126,000	-	-	63,000	63,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
W. University Village	MAR	4,192,000	-	-	-	-	-	-	-	-	-	-	-	523,000	523,000	523,000	523,000	523,000	523,000	523,000	531,000
N. University Village	MAR	3,101,000	-	-	-	-	-	-	-	-	-	-	-	392,000	392,000	392,000	392,000	392,000	392,000	392,000	357,000
UC 8th Street	MAR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
East Garrison	MCO	12,629,000	-	-	1,742,000	1,742,000	1,742,000	1,742,000	1,742,000	1,742,000	2,177,000	-	-	-	-	-	-	-	-	-	-
UC East Campus	MCO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Seaside Highlands	SEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Seaside Golf Course	SEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sunbay Affordable	SEA	872,000	-	-	436,000	436,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stillwell Kidney	SEA	3,045,000	-	-	-	-	435,000	435,000	435,000	435,000	435,000	435,000	435,000	-	-	-	-	-	-	-	-
Seaside Residential	SEA	4,791,000	-	-	-	-	-	-	-	-	-	-	-	601,000	601,000	601,000	601,000	601,000	601,000	601,000	584,000
Other Residential	Various	6,132,000	-	-	-	-	-	-	-	-	-	-	-	-	871,000	871,000	871,000	871,000	871,000	871,000	906,000
Existing Residential																					
Preston Park	MAR	$ 8,233,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 8,233,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Cypress Knolls	MAR	424,000	-	-	106,000	106,000	212,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Abrams B	MAR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sunbay	SEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Brostrom	SEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fredricks-Schoonover (CSU)	MCO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Office																					
Del Rey Oaks Office	DRO	$ 1,781,000	$ -	$ -	$ 1,781,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Monterey City Office	MRY	400,000	-	-	-	-	-	-	-	-	-	-	-	400,000	-	-	-	-	-	-	-
Monterey County Office	MCO	401,000	-	-	-	124,000	-	-	-	124,000	-	-	-	153,000	-	-	-	-	-	-	-
The First Tee office	SEA	76,000	-	76,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Seaside Office	SEA	248,000	-	-	-	124,000	124,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UC Office	MAR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Industrial																					
Marina Light Industrial/Office	MAR	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Industrial -- City Corp. Yard	MRY	479,000	-	-	-	-	-	-	-	-	-	-	-	479,000	-	-	-	-	-	-	-
Industrial -- Public/Private	MRY	479,000	-	-	-	-	-	-	-	-	-	-	-	479,000	-	-	-	-	-	-	-
Monterey County Light Ind.	MCO	1,876,000	-	-	-	192,000	192,000	192,000	192,000	192,000	192,000	192,000	192,000	340,000	-	-	-	-	-	-	-
UC MBEST (R&D)	MAR/MCO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Retail																					
Del Rey Oaks Retail	DRO	$ 506,000	$ -	$ -	$ 506,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Marina Retail	MAR	2,514,000	-	-	484,000	484,000	484,000	484,000	578,000	-	-	-	-	-	-	-	-	-	-	-	-
Monterey County Retail	MCO	896,000	-	-	-	448,000	448,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
East Garrison Retail	MCO	570,000	-	-	-	-	-	-	570,000	-	-	-	-	-	-	-	-	-	-	-	-
Stillwell Retail	SEA	74,000	-	-	-	-	74,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Gateway Retail Phase 1	SEA	1,303,000	-	-	1,303,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Gateway Retail Phase 2	SEA	1,303,000	-	-	-	1,303,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Surplus 2 Retail	SEA	74,000	-	-	-	74,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hotel (rooms)																					
Del Rey Oaks Hotel	DRO	$ 1,850,000	$ -	$ -	$ 1,850,000.00	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Marina Airport Hotel/Golf	MAR	2,740,000	-	-	1,370,000	1,370,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Seaside Golf Course Hotel	SEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Seaside Golf Course Timeshares	SEA	776,000	-	-	132,000	169,000	174,000	155,000	91,000	55,000	-	-	-	-	-	-	-	-	-	-	-
UC MBEST Conf. Hotel	MAR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		$ 67,191,000	$ -	$ 76,000	$ 10,308,000	$ 7,170,000	$ 4,420,000	$ 3,543,000	$ 4,143,000	$ 3,083,000	$ 3,339,000	$ 1,162,000	$ 1,162,000	$ 12,085,000	$ 2,387,000	$ 2,387,000	$ 2,387,000	$ 2,387,000	$ 2,387,000	$ 2,387,000	$ 2,378,000

Note FORA and local jursdiction 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
Protocol for "Candidate Projects" as replacements to listed mitigative transportation projects

(Revision # 5, 01/17/01, Final Version)

Introduction and Background

The Fort Ord BRP, adopted by the FORA Board of Directors in 1997, carried with it off-site and regional transportation network obligations to alleviate its fair share of traffic impacts on the regional transportation network within northern Monterey County.

A number of those obligatory projects identified are projects which have only the Fort Ord Development financial obligation secured by means of Development Fees adopted by the FORA Board. The majority of funds required to effect design, environmental review, and construction remain unsecured.

It is likely that development will proceed on the former Fort Ord before full funding is secured for those off-site and regional improvements identified in the 1997 TAMC study entitled The Fort Ord Regional Transportation Study.

Recognizing this potential eventuality, the BRP provides for the flexibility to allocate funds, earmarked as obligatory funding contributions to these off-site and regional projects, to alternative projects that can be designed, environmentally reviewed and constructed to alleviate traffic congestion and impacts associated with the development on the former Fort Ord.

Capital Improvement Program Reprioritization

One of the series of tasks assigned, as a requirement of the BRP, is the annual revisiting of the BRP Capital Improvement Program ("CIP"), which was adopted as a component of the BRP and entitled the Public Facilities Implementation Plan ("PFIP"). This annual approval of a CIP is required to assure that as development occurs, the requisite infrastructure is timed to be implemented to support the developments that will occur on the former Fort Ord.

A joint committee of the FORA Administrative Committee ("AC"), the Infrastructure Technical Advisory Committee ("ITAC"), the Planners Working Group, the Water/Wastewater Oversight Committee ("WWOC") and staff representatives from Caltrans, TAMC, AMBAG and Monterey-Salinas Transit ("MST") continue to conduct, on a quarterly basis, working sessions to conclude in agreement with the AC and the FORA Executive Committee on recommendations to the FORA Board on project reprioritizations within the CIP.

Regional Transportation Modeling

During the course of development of the BRP, both TAMC and AMBAG performed regional transportation modeling. It was TAMC that developed and concluded the Fort

Ord Regional Transportation Study, 1997, from which the "preliminary nexus" obligations for transportation and transit projects were assigned to the BRP.

Since that time, TAMC is no longer conducting regional transportation modeling.

The McTam model, utilized by TAMC to conduct the regional transportation model analyses for the Fort Ord Regional Transportation Study is no longer in use. The AMBAG Regional Travel Demand Model, covering three Central Coast Counties, is available for use through AMBAG. The McTam model was developed from the regional model platform.

Toward the goal of exercising the provision of the BRP noted above which provides flexibility to mitigate traffic impacts with alternative ("candidate") projects, a process protocol to identify alternative projects that can be implemented by FORA was approved by the FORA Board on June 8, 2001.

That process protocol, as recommended by the Joint Committee, follows.

1. Identify "candidate" projects as traffic mitigative projects in addition to obligatory projects. Attachment A "candidate projects" are projects that may be used as traffic mitigative projects. Traffic mitigative projects, if certified by the process protocol, may be added to the list. Attachment A includes "candidate projects" that have been recommended by members of the CIP joint committee, and endorsed by the FORA Board in June 2001. Additional "candidate projects" may be proposed for evaluation by this process.

2. Confirm, via the regional transportation model, the mitigative potential of project(s).

   a. Model runs, with and without proposed segment(s), should be performed to quantify any trip reductions on "obligatory" project corridor segments. This quantification can then be used as the basis to determine if the "candidate" project(s) provide traffic impact mitigation as anticipated by the "obligatory" project(s) intended to be substituted, in part or in whole, by the "candidate" project(s).

   AMBAG regional model users group confirms the validity of the mitigative potential of the proposed alternative projects.

   b. TAMC, as part of its work program, reviews and endorses, if appropriate, the alternative projects.

   c. The FORA Board is then requested to approve the use of (the quantified) development fees for the requested alternative project(s). This request should be made only if TAMC concurs with the mitigative potential of project(s) as alternatives to obligatory projects.

Prior to FORA Board approval, any recommendations regarding alternative projects will be discussed at regularly scheduled public forum meetings at FORA and within the affected jurisdictions so that ample input can be received from policy makers and members of the public.

3. An alternative approach is to have specific development(s) install the alternative (candidate) project(s) in addition to contributions via FORA development fees to the obligatory projects. This requirement can be as a condition of development permitting by the land use jurisdiction.

Please refer to Section II a) (page 11) and Attachment B (page 35) herein for the results of applying the protocol process for the "candidate" projects listed on the following Attachment A.

Attachment A
"Candidate" Projects

a.) Golf Boulevard (City of Marina) - Evaluate mitigative potential against the Reservation Road obligatory segments (from Del Monte Boulevard to Crescent and from Salinas Avenue to Imjin Road), as well as any mitigative potential on other obligatory corridors such as Blanco and Davis Roads.

b.) South Boundary Road (includes connection at York Road) (City of Del Rey Oaks)-Evaluate mitigative potential of proposed 2-lane urban collector upgrade against the Highway 68 (off-corridor) expressway, as well as any mitigative potential on other obligatory corridors such as Highway 218.

c.) Highway 1 interchange (City of Seaside) between Coe/Fremont and Lightfighter interchanges-Evaluate mitigative potential of this interchange against the 6-laning of Highway 1 from Coe/Fremont interchange southerly to Del Monte Boulevard interchange, as well as any mitigative potential on other obligatory corridors such as the five-laning of Del Monte Boulevard within the City of Seaside.

d.) Highway 68 improvements between Hwy 218 and York Road (City of Monterey) - Evaluate mitigative potential of additional lane in each direction (between Hwy 218/Ragsdale Drive); addition of traffic signal at Ragsdale Drive and signal modifications at York Road.

HIGGINS ASSOCIATES
CIVIL & TRAFFIC ENGINEERS

1300-B First Street, Gilroy, CA 95020 :: 408-848-3122 :: fax 408-848-2202 :: e-mail info@kbhiggins.com

FORT ORD REUSE AUTHORITY

TRANSPORTATION NETWORK ANALYSES
By
HIGGINS ASSOCIATES, INC.

for

The Fort Ord Reuse Authority

February 18, 2003

TABLE OF CONTENTS

I. Traffic Monitoring on the Former Fort Ord

In the summer and fall of 2002, Higgins and Associates worked with the Fort Ord Reuse Authority (FORA) to assess the effects of select projects on regional traffic patterns on and around the former Fort Ord. The study examined the regional traffic network with and without Golf Boulevard, with and without South Boundary Road and with and without the Highway 1 interchange between the Coe/Fremont and Lightfighter interchanges. The traffic model used in the development of the Fort Ord Base Reuse Plan (BRP, 1997) was updated with traffic monitoring locations to analyze the significance of these projects on regional traffic patterns. Traffic patterns were summarized at selected locations. Incremental changes in traffic patterns were associated with FORA's regional financial obligation for transportation improvements. The purpose of the study was to assess the traffic "mitigative" potential of select "candidate" projects as compared to obligatory project elements under the BRP and its accompanying Environmental Document.

II. History & Institutional Framework: The Transportation Agency for Monterey County and the Base Reuse Plan

The Fort Ord BRP was adopted in 1997 by the FORA Board of Directors. The plan maintains the responsibility to mitigate or relieve its fair share of traffic on the regional network within northern Monterey County. During the preparation of the BRP, the Transportation Agency for Monterey County (TAMC) analyzed how Fort Ord land use development may affect traffic patterns in the region. The study estimated a percentage of trips that may be caused by Fort Ord development. Then, a corresponding dollar value was attributed to the trips caused by the development based on alternative traffic patterns.

TAMC's study used the proposed transportation network and proposed land uses as described in the BRP to perform an analysis of the traffic impacts. The study used the Monterey County Transportation Analysis Model (MCTAM, 1992) to generate trips from the proposed densities and distribute trips on and around the proposed BRP network. Traffic impacts were estimated on three categories of roadways as follows: 1.) on site, former Fort Ord; 2.) off site, former Fort Ord; 3.) regional routes of significance (state highways). Table I, in the FORA Capital Improvement Program (CIP) for FY 2002-2003 through 2021-22 provides detailed information on the assigned costs (obligations) by affected roadway project. Additionally, Table I provides brief project descriptions and project limits. The road and transit costs associated with the development (obligations) were adopted as mitigations to the projected development on the former Fort. Subsequently, the FORA Board of Directors included the obligations as costs to be paid via the Development Fee Program.

Development on the former Fort Ord may occur before full funding is secured for the off site and regional improvements in the transportation network. In this regard, the BRP provides flexibility to allocate these funds to alternative projects. A process protocol to mitigate impacts with alternative (candidate) projects approved by the FORA Board is described in Appendix C of the CIP.

In general, the project protocol first identifies "candidate" projects as well as projects with a FORA obligation that could mitigate or relieve traffic congestion. Second, the regional traffic model is used to estimate possible traffic patterns. Model analyses with and without proposed road and highway segments can predict traffic patterns. Furthermore, the regional traffic model can be used to quantify trip reductions or increases where FORA may have an obligation. These results can then be used by the FORA Board of Directors, local jurisdictions, and regional agencies to review, confirm or validate anticipated traffic impacts.

III. The Regional Traffic Model

In 1997 and 1998, the regional traffic model was assembled by the Association of Monterey Bay Area Governments (AMBAG), in consultation with AMBAG's members and several private consulting firms. The regional model network, specific land uses and travel patterns include assumptions for three counties and their cities on the Central Coast including Monterey, Santa Cruz and San Benito. Travel patterns in the model, such as average trip length and auto occupancy were calibrated to the **California Household Travel Survey (1991)** and the **Journey to Work Survey** conducted by the US Census in 1990. Origin and destination information were obtained from the **1994 License Plate Survey** conducted by a consortium of jurisdictions on the Central Coast. Specific land uses used in the trip generation such as population, housing and jobs were updated to reflect current estimates by the US Census and the Employment Development Department respectively. Trip generation rates were developed with local surveys. Transit ridership was obtained from on-board transit surveys. Traffic counts have been collected continuously throughout the Central Coast to validate model estimates on key road and highway segments to validate daily traffic volumes. Considerable validation and land use work has been performed on the model to improve the model's performance and increase its accuracy as a forecasting tool.

To date, the regional traffic model has been used in numerous studies on the Central Coast including: the Highway 1 Multi Modal Corridor Study, the Highway 101 Prunedale Bypass studies, the Monterey County General Plan, the City of Salinas General Plan, the City of Monterey General Plan, Air Quality Conformity analyses and numerous interchange and intersection studies and several EIR's.

IV. Traffic Model Performance Measures

A. Percent Error Region Wide

Ideally, traffic counts are made for 100 percent of the network in the validation year. In practice this is not possible. However, ground counts must be made on a high percentage of freeways and principal arterials and a reasonable number of minor arterials and collector streets. Percent error is the total assigned traffic by the model divided by the total counted volumes (ground counts). The percent error should be less than 5% based on Federal Highway Administration (FHWA) criteria. The percent error in the region is 1.4% while the percent error in Monterey County is 2.8%. These regional estimates are well within the FHWA guideline.

B. Percent Error by Functional Class

The percent error by functional class is the model's total assigned traffic volumes divided by the total counted traffic volumes (ground counts) for all links that have counted volumes by functional classification. FHWA limits and model estimates are as follows:

Capacity	FHWA Tolerance	Model
Freeways	Less than 7%	1.8 %
Highways	Less than 10%	4.3 %
Principal Arterials	Less than 10%	6.1 %
Minor Arterial	Less than 15%	12.7 %
Collectors	Less than 25%	11.8 %
Ramps and Frontage Roads	Less than 25%	9.0 %

V. The Candidate Projects

In the summer of 2002, FORA employed the services of Higgins and Associates to utilize the Regional Traffic Model to quantify the traffic mitigation potential of the candidate projects listed in the CIP document. Three of the four projects were analyzed using the model as explained in <u>The Results</u> section (section VI) below.

1.) Golf Boulevard (City of Marina) - Evaluate mitigative potential against the Reservation Road obligatory segments (from Del Monte Boulevard to Crescent and from Salinas Avenue to Imjin Road), as well as any mitigative potential on other obligatory corridors such as Blanco and Davis Roads.

2.) South Boundary Road (includes connection at York Road) (City of Del Rey Oaks)-Evaluate mitigative potential of proposed 2-lane urban collector upgrade against the Highway 68 (off-corridor) expressway, as well as any mitigative potential on other obligatory corridors such as Highway 218.

3.) Highway 1 interchange (City of Seaside) between Coe/Fremont and Lightfighter interchanges-Evaluate mitigative potential of this interchange against the 6-laning of Highway 1 from Coe/Fremont interchange southerly to Del Monte Boulevard interchange, as well as any mitigative potential on other obligatory corridors such as the five-laning of Del Monte Boulevard within the City of Seaside.

4.) Highway 68 improvements between Hwy 218 and York Road (City of Monterey) - Evaluate mitigative potential of additional lane in each direction (between Hwy. 218/Ragsdale Drive); addition of traffic signal at Ragsdale Drive and signal modifications at York Road.

VI. The Results

A. Golf Boulevard

The Regional Traffic Model was used to quantify the traffic impacts on the regional network with and without Golf Boulevard. The measurable difference with and without Golf Boulevard was negligible on highways and arterials for which FORA has obligations to mitigate traffic impacts under the BRP. Taking into account the previously discussed Traffic Model Performance Measures, the traffic mitigative potential of Golf Boulevard was negligible or ineffective. As an example, increased traffic on Reservation Road, Blanco Road and Del Monte Boulevard without Golf Boulevard was less than 6%, 2.8% and 1% respectively. Similarly, there was less than a 1% increase in traffic on Highways 1 and 68. Without the proposed Golf Boulevard, additional traffic may use Reservation Road, Del Monte Avenue and Blanco Road. In the future, Golf Boulevard may serve as an important ingress and egress road for development planned by the City of Marina (e.g. hotel/golf course) on the property north of the airport runway.

B. South Boundary Road

The Regional Traffic Model was used to quantify the traffic impacts on the regional network with and without a connection between Highway 218/General Jim Moore Boulevard and Highway 68 through South Boundary Road and adjoining York Road. In accord with the traffic model performance measures, the measurable difference on State Highways is insignificant. The connection could account for about 4.6% of the traffic on Highway 218, about 1.3 percent on Highway 68 and only about 0.2% on Highway 1, highway facilities where FORA has an obligation. The traffic impacts on all other regionally significant routes where FORA has an obligation account for less than 1% of traffic increases caused by the project. The low percentage changes in traffic volumes on the regional network preclude justification to assign FORA obligations from these corridors to the South Boundary Road- York Road connection.

C. Interchange on Highway 1 between Coe/Fremont and Lightfighter

The U.S. Army has indicated that it will not permit CalTrans to construct ingress/egress ramps for this proposed interchange because the interchange would bifurcate the Ord Military Community (OMC). Such a bifurcation to OMC property would be in conflict with the U.S. Army's Residential Communities Initiative (RCI) program, particularly with respect to Homeland Security.

Even though institutional issues may apply, traffic patterns caused by a possible interchange between Fremont and Lightfighter on Highway 1 were analyzed to determine possible benefits in the Highway 1 corridor. Some circuitous travel occurring around the Fremont and Highway 1 interchange could be eliminated, such as trips to Seaside and Del Rey Oaks from Highway 1. However, the benefit that may occur at selected locations where FORA has an obligation is 1% or less at all traffic monitoring locations. About

2,800 vpd each way were estimated that might use the interchange for freeway ingress and egress. In the event that a collector street network is developed to work with 1.) the proposed interchange, 2.) the Fremont and Highway 1 interchange and 3.) the other intersections with close proximity to the Fremont and Highway 1 interchange; traffic demands for this interchange could increase.

Additionally, FORA's obligation to financially contribute to Highway 1 improvements is currently applied to increasing capacity on Highway 1. The BRP and its Environmental Document obligate FORA to a financial contribution for six-laning Highway 1 between Coe/Fremont interchange and Highway 218. The widening project remains a component of CalTrans' program for Highway 1 future improvements. FORA's mitigation obligations for Highway 1 improvements will therefore remain as required under the BRP obligation to contribute to the widening project as defined in the CalTrans approved Project Study Report (PSR), unless CalTrans and/or TAMC conclude otherwise.

D. Highway 68 Improvement Project between east of Ragsdale Drive and Highway 218

The fourth project identified as a "candidate" project is the Highway 68 improvement project between east of Ragsdale Drive to Highway 218. At the time of its inclusion as a "candidate" project, this improvement was not a fully funded project. Since that time, the project has been fully funded and is slated for construction in 2003. The Regional Transportation Model includes this four-lane improvement as an existing improvement on the regional network due to its fully funded status. Therefore, FORA's fiscal obligation, or a portion thereof, on the off-alignment Highway 68 corridor through Fort Ord or other obligatory requirements under FORA's CIP would not be legitimately reduced as having been applied to this already funded improvement

E. Conclusion

The analyses above show some measurable differences in regional traffic on regionally significant routes and state highways with and without the Golf Road improvement. However, the percentage differences are less than one percent at most locations where FORA continues to have an obligation. Likewise, the quantifiable differences in traffic patterns caused by South Boundary Road and York Road are not greater than 5% and in most cases less than one percent where FORA has an obligation. Therefore, overall traffic volumes in the regional network do not substantiate a shift in capital expenditures as equivalent mitigations to FORA's currently defined transportation system obligations. In summary, the low percentage changes in traffic volumes on the regional network preclude justification to assign FORA obligations from these corridors to the Golf Road project and the South Boundary Road-York Road connection project. Similarly, and with respect to the Highway 1 and Highway 68 project elements described above, a shift in FORA's current obligations on the transportation network is not justified.

DEVELOPMENT FEE ALLOCATION AGAINST OBLIGATIONS OVER CIP HORIZON ('03-04 TO '21-22)

I. ALLOCATION OF FEES AGAINST OBLIGATIONS

	Draft CIP dtd 3/5/03	%	$
Forecast Revenues from Developer Fees (DF)	$250,228,000	Per Project	Per $1
Cost Per Capital Projects:			
1 Transportation/Transit	116,016,350	46.36%	0.4636
2 Potable Water Augmentation	17,991,190	7.19%	0.0719
3 Storm Drainage System	0	0.00%	0.0000
4 Habitat Management (1)	4,839,046	1.93%	0.0193
5 Fire Rolling Stock	1,152,274	0.46%	0.0046
6 Other Costs & Contingencies (2)	110,229,140	44.05%	0.4405
Totals	250,228,000	100.00%	1.0000

II. ALLOCATION TO TRANSPORTATION/TRANSIT

	Transportation Costs - FORA Share	$116,016,350		
	Allocation of DF to Transportation	$0.4636	(Per Dollar)	
Transportation Project Obligations		FORA Cost/Project	Allocation to Projects %	Allocation to Projects $
Regional Highway Projects				
R3	Highway 1 - Seaside/Sand City	7,774,122	6.70%	0.0311
R6	Highway 68 - Bypass Freeway	21,930,311	18.90%	0.0876
R9	Highway 218 - Widening	1,979,801	1.71%	0.0079
	Sub-total Regional	31,684,234	27.31%	0.1266
Off-Site Improvements				
1	Davis Rd - Widening n/o Blanco	6,765,915	5.83%	0.0270
2	Davis Rd - New Bridge	2,465,855	2.13%	0.0099
3A	Widen Blanco Res to Bridge	0	0.00%	0.0000
3B	Widen Bridge, Blanco to Alisal	5,751,190	4.96%	0.0230
4A	Widen Res, Del Monte to Crescent	0	0.00%	0.0000
4B	Widen Res, Salinas Ave to Blanco	0	0.00%	0.0000
4C	New 4 lane from Res to Watkins Gt	6,169,039	5.32%	0.0247
5	Del Monte - Seaside/Monterey	4,154,296	3.58%	0.0166
6	Del Monte - Marina	5,408,135	4.66%	0.0216
7	California	0	0.00%	0.0000
8	Crescent	874,588	0.75%	0.0035
	Sub-total Off-Site	31,589,018	27.23%	0.1262
On-Site Improvements				
F01	Gateway and Misc Safety/Rehab	6,254,117	5.39%	0.0250
F02	Abrams	732,468	0.63%	0.0029
F03	12th/Imjin	0	0.00%	0.0000
F04	Blanco/Imjin Connector	4,956,003	4.27%	0.0198
F05	8th Street	3,946,114	3.40%	0.0158
F06	Inter-Garrison	4,625,603	3.99%	0.0185
F07	Gigling	3,913,588	3.37%	0.0156
F08	2nd Avenue	1,862,292	1.61%	0.0074
F09	General Jim Moore Blvd.	4,040,994	3.48%	0.0161
F10	California	0	0.00%	0.0000
F11	Salinas Avenue	2,929,872	2.53%	0.0117
F12	Eucalyptus	3,498,355	3.02%	0.0140
F13	Eastside Rd	5,294,274	4.56%	0.0212
	Sub-total On-Site	42,053,680	36.25%	0.1681
	Total Transportation	**105,326,932**	**90.79%**	**0.4209**
Transit Capital Obligations				
T3	Transit Vehicle Purchase & Replacement	6,073,533	5.24%	0.0243
T22	Intermodal Centers	4,615,885	3.98%	0.0184
	Total Transit	**10,689,418**	**9.21%**	**0.0427**
Grand Totals		**116,016,350**	**100.00%**	**0.4636**

Notes:

(1) When $19,356,184 in DF is collected, the $4,839,046 Habitat Mangement obligation will be met (19,356,184 x 25%=4,839,046) and % allocation to projects will change. Similarly, the allocation formula will change as other obligations are satisfied.

(2) Please refer to Table 3, page 27, notes 5 - 9.

Source: FORA
5/8/2003 - 12:37 PM