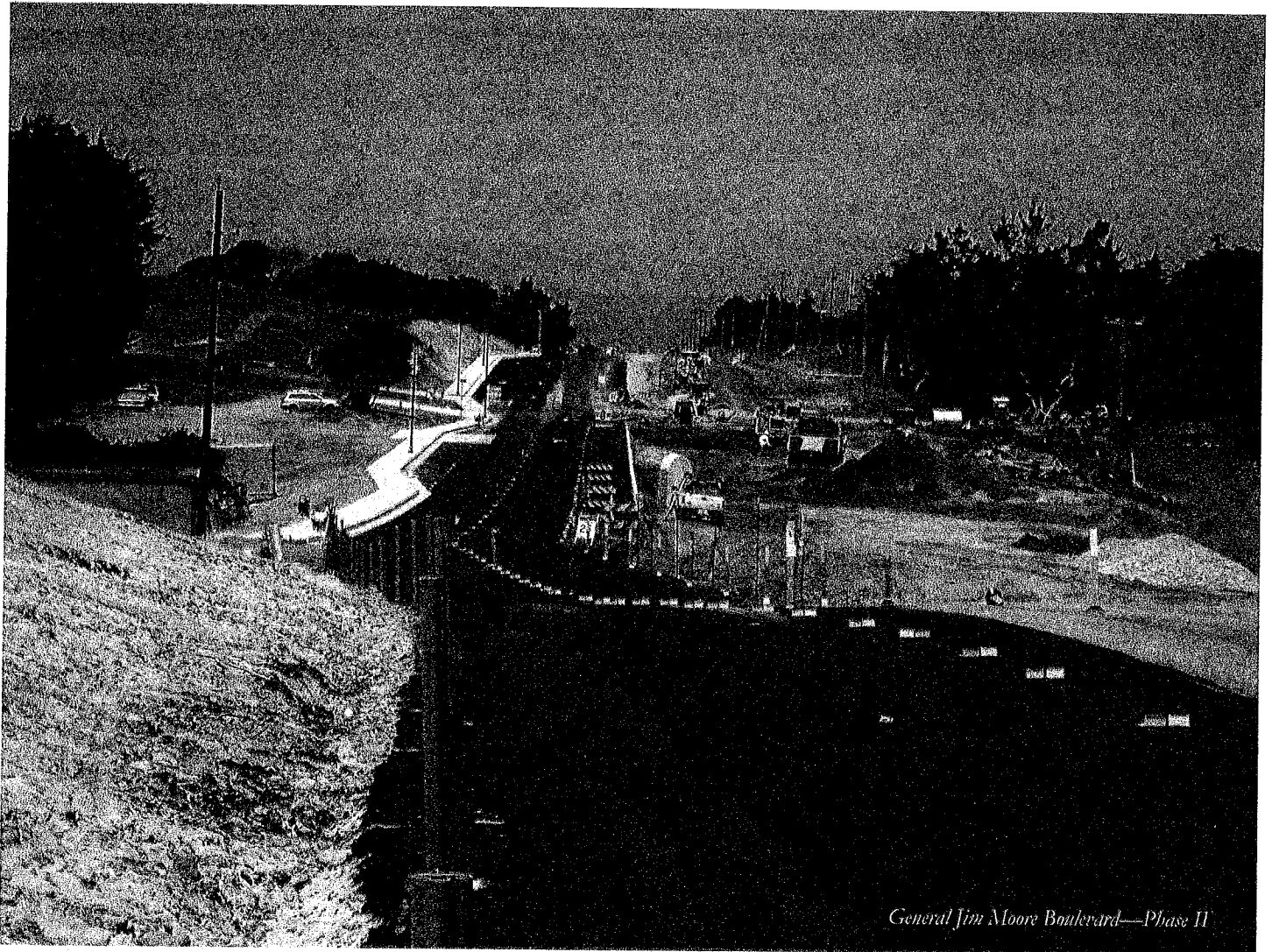


# CAPITAL IMPROVEMENT PROGRAM

*Fiscal Year 2006/2007 through 2021/2022*



*General Jim Moore Boulevard—Phase II*

## Fort Ord Reuse Authority

• 100 12th Street • Building 2880 • Marina • California • 93933 •

*FORA Board Approved June 9, 2006*

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# **I. EXECUTIVE SUMMARY**

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## **1) Overview**

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

The current CIP document (FY 2006/07 – FY 2021/22) has been updated with the most current forecasts of development anticipated by the FORA land use jurisdictions. The new forecasts are enumerated in the CIP Appendix B, Table 4. Based upon this updated information, capital project "placement in time" has been compared with last year's programming, with minor adjustments having been made. The reader's attention is directed to Tables 2 and 3, wherein obligatory CIP projects are currently forecast.

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

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

Due to the nature of development forecasting, it is certain that today's best forecasts of development timing and patterns will differ from reality. Recognizing this, the BRP requires the FORA Board to periodically review and revise its CIP to reflect development realities to assure that the adopted mitigation projects are implemented in the best possible sequence with development needs. A protocol for the review and reprogramming of the CIP was approved by the FORA Board on June 8, 2001. Appendix A, herein, defines the process whereby FORA and its Member Agencies comprehensively review development timing and patterns to assure proper implementation of the BRP mitigation projects. The Board is asked to approve this CIP (FY 2006/07 – FY 2021/22) as revised, via the review protocol. That approval will affirm project priorities of the CIP.

## **3) CIP Costs**

The costs assigned to the various elements of the CIP were originally estimated in May 1995 and published in the draft 1996 BRP. This current CIP has inflated costs to January 2006, applying the Engineering News Record ("ENR") Construction Cost Index ("CCI") to account for inflation. This continues to be a routine procedure each year.

## **4) CIP Revenues**

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

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

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

## 5) Projects Accomplished to Date

FORA has been actively implementing capital improvement projects since 1995. As of this writing, FORA has successfully advanced approximately \$48M in capital improvements. \$41M, predominantly funded by the grants received from the US Department of Commerce, Economic Development Administration ("EDA") and a FORA bond issue, has applied directly against FORA obligations. The \$7M delta has funded capital improvements that have been instrumental to base reuse, such as improvements to the water and wastewater systems.

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

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

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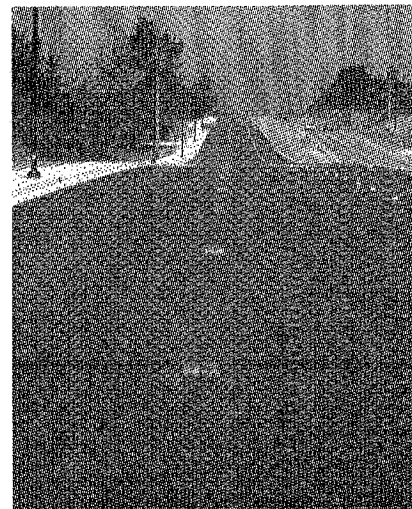
As noted in the Executive Summary, the obligatory elements of the BRP CIP include Transportation/Transit, Potable Water Augmentation, Storm Drainage, Habitat Management, Fire Fighting Enhancement and Building Removal. The first five elements noted are to be funded by developer fees. Land sale (and lease)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

### a) Transportation/Transit Elements

#### Transportation

During the preparation of the BRP and the associated Final Environmental Impact Report ("FEIR"), the Transportation Agency for Monterey County ("TAMC") undertook a regional study (The Fort Ord Regional Transportation Study, July 1997) to assess Fort Ord development impacts on the study area (North Monterey County) transportation network. When the BRP and accompanying FEIR were adopted by the Board, the transportation and transit obligations as defined by the TAMC Study were also adopted as mitigations to the development under the BRP. The FORA Board subsequently included the Transportation/Transit element (obligation) as a requisite cost component of the adopted CFD.

As implementation of the BRP continued, it became timely to coordinate with TAMC for a review and reallocation of the FORA financial contributions that appear on the list of transportation projects for which FORA has an obligation.



General Jim Moore Boulevard – Phase II

Toward that goal and following Board action directing staff to coordinate a work program with TAMC, FORA and TAMC entered into a cooperative agreement to move forward with the re-evaluation work. TAMC, working in concert with the Association of Monterey Bay Area Governments ("AMBAG"), has since completed its work program with FORA. TAMC's recommendations are enumerated in the "FORA Fee Reallocation Study" dated April 8, 2005; the date the FORA Board of Directors approved the study for inclusion in the FORA CIP. The complete study can be found online at [www.fora.org](http://www.fora.org), under the Documents menu.

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

### Transit

The transit obligations enumerated in Table 1 herein remain unchanged from the 1997 TAMC Study and adopted BRP. However, it is noted that current long range planning by TAMC and Monterey-Salinas Transit ("MST") reflect an alternative route to the multi-modal corridor denoted in the BRP. The BRP provides for a multi-modal corridor along the Imjin Parkway/Blanco Road corridor serving to and from the Salinas area to the TAMC/MST intermodal center planned in the University Village area in the City of Marina portion of the former Fort Ord.

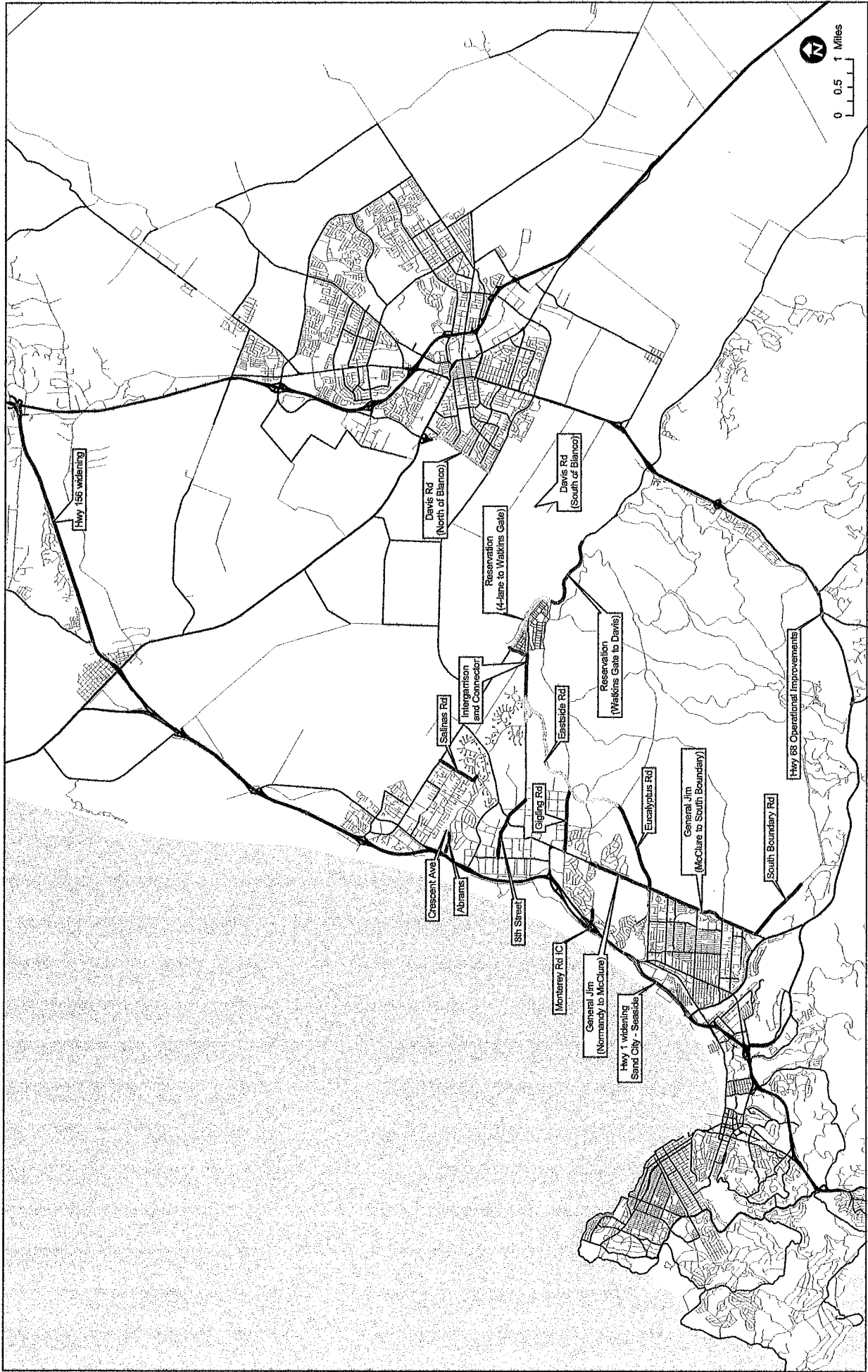
Current long range planning for transit service focuses on the Intergarrison/Reservation/Davis Roads corridor to fulfill transit service needs between the Salinas area and the proposed intermodal center in the University Village area.

It is expected that during the next fiscal year, stakeholders will be meeting to advance adjustments and refinements to the proposed multi-modal corridor plan-line. Stakeholders include, but are not limited to, TAMC, MST, FORA, City of Marina, Monterey County, California State University Monterey Bay ("CSUMB") and University of California Monterey Bay Education, Science and Technology Center ("UCMBEST"). Ultimately, agreements among the stakeholders will be advanced to the policy level for consideration and endorsement for any adjustments that may be made to the multi-modal corridor in the BRP.

### Lead Agency Status

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

As of this writing, a reimbursement agreement is in place (Appendix E) with Monterey County that designates County as lead agency on the Davis Road (south of Blanco) project. Other like agreements will be structured as development projects are implemented and those agreements will be noted for the record herein.



## **b) Potable Water Augmentation**

The BRP identifies availability of water as its primary resource constraint. The density of development anticipated by the BRP utilizes the total available potable groundwater supply of 6,600 acre-feet per year ("AF/yr"), as described in the BRP, Appendix B (PFIP section p 3-63). In addition to the potable groundwater supply, the adopted BRP requires an augmentation of an estimated 2,400 AF/yr to achieve the development level permitted by the BRP. This is reflected and summarized within the BRP, Volume 3, in figure PFIP 2-7.

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

In June 2005, MCWD staff and consultants, working in concert with the FORA staff and Administrative Committee, recommended the hybrid project to the FORA and MCWD Boards of Directors. Additionally, FORA staff recommended increasing the CIP earmark for the water augmentation program from its then indexed value of approximately \$20M to approximately \$37M, which essentially removed \$17M from the MCWD capital improvement program.

The FORA and MCWD Boards of Directors approved the recommendations discussed above, and MCWD has moved forward with implementation during the past fiscal year. MCWD continues to anticipate having the first phase of the hybrid project (recycled water) online in 2008. Additionally, MCWD expects the second phase (the desalinated water component) to be online in 2009. See Appendix C herein for more information on project scheduling and financing.

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

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

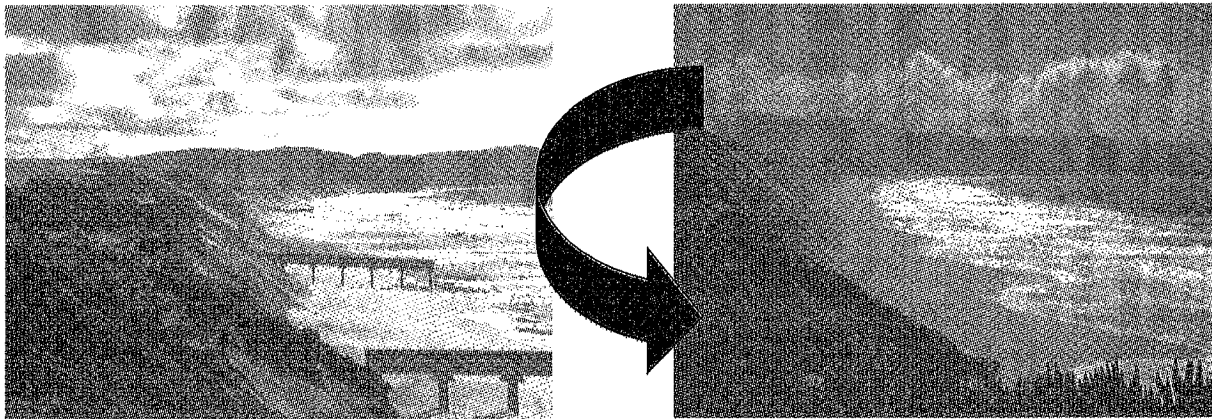
Section 4.5 of the FEIR, Hydrology and Water Quality, contains the following obligatory Conservative Element Program:

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

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

With these programs/policies in mind, FORA and the City of Seaside, as co-applicants, secured EDA Grants to advance the design and construction of alternative disposal (retention) systems for storm water runoff that allowed for the

removal of the outfalls. FORA advanced to the construction and demolition project, with the work having been completed as of January 2004. Table 3, (page 13) herein therefore reflects this obligation as having been met.



Storm Drain Site – Before and After

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

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

Subject to final approval by the U.S. Fish and Wildlife Service (“USFWS”) and the California Department of Fish and Game (“CDFG”), FORA’s Habitat Management funding obligations were previously listed in 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 has taken place and developer fees paid, \$1 out of every \$4 collected have been earmarked to build a total endowment of principal funds necessary to produce an annual income sufficient to carry out required habitat management responsibilities in perpetuity. The original estimate was developed by an independent consultant retained by FORA and totaled \$6.3M.

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

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

Based upon recent conversations with the regulatory agencies, it has become apparent that the Habitat Management obligations will likely increase beyond the costs noted above. Therefore, this document contains a  $\pm$  \$13M line item of forecasted requisite expenditures. This is the amount of estimated need, based on an expected future endowment of \$15M. Any remaining balances from the \$1.5M already collected (as noted above) would be applied to this balance. However, portions of that \$1.5M have been applied toward required interim habitat management responsibilities including mitigations for FORA road projects and the recent training and habitat restoration burn, as



well as processing of the Habitat Conservation Plan/2081 permit. USFWS and CDFG are the final arbiters as to what the final endowment amount will be, with input from FORA and its contractors/consultants.

**e) Fire Fighting Enhancement Requirements**

In July 2003, the FORA Board authorized FORA to lease-purchase five pieces of fire fighting equipment, including four fire engines and one water tender. The equipment recipients include the Cities of Marina, Monterey and Seaside, the Ord Military Community Fire Department and the Salinas Rural Fire Department.



Fire engines received by Fire Departments in the Cities of Marina, Monterey and Seaside and the Ord Military Community were utilized during the Parker Flats habitat burn in 2005

This lease purchasing of equipment accommodates FORA's capital obligations under the BRP to enhance the fire fighting capabilities on the former Fort Ord in response to the proposed development. The lease payments began July 2004, and are projected to be paid through 2013/14. Once the lease payments, funded by developer fees, have been satisfied, FORA's obligation for fire fighting enhancement will have been fully met.

**f) Building Removal Program**

The BRP includes, as a basewide obligation, the removal of non-usable building stock to make way for redevelopment in certain portions of the former Fort Ord. Building removal is funded from land sale revenues and/or credited against land sale valuation. During the last year, two Memorandums of Agreement ("MOA") have been finalized for these purposes.

In February 2006 FORA entered into an MOA with Monterey County, the Monterey County Redevelopment Agency and East Garrison Partners ("EGP"). In this MOA, EGP agreed to undertake FORA's responsibility for removal of certain buildings in the East Garrison specific plan area. In return, EGP will receive a credit of \$2,177,000 for East Garrison building removal, plus interest, against FORA's portion of the land sale proceeds for the East Garrison project, which FORA expects to receive in FY 2011/2012. If a five percent bank interest rate were factored, the total cost for East Garrison building removal would be approximately \$2,778,465 in 2011. EGP expects to complete the building removal by the end of 2006.

Additionally, in August 2005 FORA entered into an MOA with the City of Marina Redevelopment Agency and Marina Community Partners ("MCP"), which assigned FORA \$46M in building removal costs within the University Villages project area and assigned MCP the responsibility for the actual removal. The MOA identifies FORA's future land sale proceeds as the principal revenue source for reimbursement, from FORA to MCP, as detailed in the building removal and payment schedule attached to the Agreement. Revenue and expenditure details are also included in Table 3 of this CIP document.



Building removal at the Imjin Office Park site

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

FORA's remaining building removal obligations include the former Fort Ord stockade within the City of Marina and buildings in the City of Seaside's Surplus II area. Over the next fiscal year, FORA will work closely with Cities of Marina and Seaside to keep opportunities for development open as new specific plans are prepared for those areas.

The following table details building removal timeframe forecasts and financial obligations within current development project areas:

Description	FY 2005/06	FY 2006/07	FY 2007/08	FY 2008/09
University Village	14,976,558	13,251,080	13,251,080	4,521,282
East Garrison	2,177,000			
Imjin Office	400,000			
Stockade			2,200,000	
Surplus II			4,000,000	
<b>TOTALS</b>	<b>17,553,558</b>	<b>13,251,080</b>	<b>19,451,080</b>	<b>4,521,282</b>

**g) Water and Wastewater Collection Systems**

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

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

The FORA Board, by its action in 1997, also established a Water and Wastewater Oversight Committee ("WWOC"), which serves in an advisory capacity to the Board. A primary function of the WWOC is to meet and confer with MCWD staff in the development of operating and capital budgets and the corresponding customer rate structures. Annually at budget time, the WWOC and FORA staffs prepare recommended actions for the Board's consideration with respect to budget and rate approvals. This process provides the proper tracking mechanism to assure that improvements to, and expansion of, the systems are in sequence with development needs on the former Fort Ord.

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

**III. FY 2006/07 THROUGH 2021/22 CAPITAL IMPROVEMENT PROGRAM**

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**a) Background Information/Summary Tables**

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

Since 1995, FORA has advanced the design, environmental review/approval and construction of approximately \$48M in capital improvements projects, the majority of which have directly offset FORA capital obligations under the BRP. These projects have been funded predominantly by EDA grants and bond proceeds. The developer fees now being collected are transitioning to the forefront as the primary funding source for FORA to continue meeting its mitigation obligations under the BRP. **Table 1** includes fiscal offsets inclusive of not only completed projects, but also funded projects to-be-completed during the course of the next fiscal year. The **Table 1** footnotes detail the source of funds (e.g. grants, developer fees) that have been secured to enable project implementation and offsetting of costs.

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

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

**CAPITAL IMPROVEMENT PROGRAM - OBLIGATORY PROJECT OFFSETS AND REMAINING OBLIGATIONS**

Project #	Project Title	Project Limits	TAMC Reallocation Study 2005 TOTAL COST	FORA PORTION	FORA Offsets 2005-2006	FORA Remaining Obligation Inflation
<b>TRANSPORTATION/TRANSIT</b>						
<b>Regional Improvements</b>						
R3	Hwy 1-Seaside Sand City	Widen highway 1 from 4 lanes to 6 lanes from Fremont Avenue Interchange south to the Del Monte Interchange	45,000,000	15,282,245		17,153,556
R10	Hwy 1-Monterey Rd. Interchange	Construct new interchange at Monterey Road	19,100,000	2,496,648		2,802,363
R11	Hwy 156-Freeway Upgrade	Widen existing highway to 4 lanes and upgrade highway to freeway status with appropriate interchanges. Interchange modification as needed at US 156 and 101	197,000,000	7,082,169		7,960,905
R12	Hwy 68 Operational Improvements	Operational improvements at San Benancio, Laureles Grade and at Corral De Tierra including left turn lanes and improved signal timing	9,876,000	223,660		251,047
	Subtotal Regional		270,976,000	25,094,722		28,167,571
<b>Off-Site Improvements</b>						
1	Davis Rd n/o Blanco	Widen to 4 lanes from the SR 183 bridge to Blanco	3,151,000	506,968		569,035
2B	Davis Rd s/o Blanco	Widen to 4 lanes from Blanco to Reservation; Build 4 lane bridge over Salinas River	22,555,000	8,654,502		9,251,663
4D	Widen Reservation-4 lanes to WG	Widen to 4 lanes from existing 4 lane section East Garrison Gate to Watkins Gate	10,100,000	3,813,916		4,280,930
4E	Widen Reservation, WG to Davis	Widen to 4 lanes from Watkins Gate to Davis Rd	5,500,000	2,216,321		2,487,710
8	Crescent Ave extend to Abrams	Extend existing Crescent Court Southerly to join proposed Abrams Dr (FO2)	906,948	906,948		1,018,004
	Subtotal Off-Site		42,212,948	16,088,645		17,607,341
<b>On-Site Improvements</b>						
FO2	Abrams	Construct a new 2-lane arterial from intersection with 2nd Ave easterly to intersection with Crescent Court extension	759,569	759,569		852,578
FO5	8th Street	Upgrade/construct new 2-lane arterial from 2 <sup>nd</sup> Ave to Intergarrison Rd	4,340,000	4,340,000		4,871,433
FO6	Intergarrison	Upgrade to a 4-lane arterial from Eastside Rd to Reservation	4,260,000	4,260,000		4,781,637
FO7	Gigling	Upgrade/Construct new 4-lane arterial from General Jim Moore Blvd easterly to Eastside Rd	5,722,640	5,722,640		6,423,377
FO9B (Ph-II)	GJM Blvd-Normandy to McClure	Widen from 2 to 4 lanes from Normandy Rd to McClure			6,386,304	-
FO9B (Ph-III) [1]	GJM Blvd-s/o McClure to s/o Coe	Widen from 2 to 4 lanes from McClure to Coe	24,065,000	24,065,000		3,860,219
FO9C	GJM Blvd-s/o Coe to S Boundary	Widen from 2 to 4 lanes from s/o Coe to South Boundary Rd			16,344,431	
FO11	Salinas Ave	Construct new 2 lane arterial from Reservation Rd southerly to Abrams Dr	3,038,276	3,038,276		3,410,313
FO12	Eucalyptus Rd	Upgrade to 2 lane collector from General Jim Moore Blvd to Eastside Rd to Parker Flats cut-off	5,800,000	5,800,000	469,690	6,000,394
FO13B	Eastside Rd (New alignment)	Construct new 2 lane arterial from Eucalyptus Rd to Parker Flats cut-off to Schoonover Dr	12,536,370	12,536,370		14,071,449
FO14	S Boundary Road Upgrade	Upgrade to a 2 lane arterial, along existing alignment from General Jim Moore Blvd to York Rd	2,515,064	2,515,064		2,823,034
	Subtotal On-Site		63,036,919	63,036,919	6,855,994	63,438,865
	<b>Transportation Totals</b>		<b>376,225,867</b>	<b>104,230,286</b>	<b>6,855,994</b>	<b>109,213,777</b>
[1] Remaining construction may be phased in future CIP documents based on available funds and habitat/environmental clearance.						
<b>Transit Capital Improvements</b>						
T3	Transit Vehicle Purchase/Replace	15 busses	15,000,000	6,298,254		7,069,475
T22	Intermodal Centers	(PFIP T-31) includes 3 elements: 1. Intermodal Transportation Center @ 1st Avenue South of 8th. Street 2. Park and Ride Facility @ 12th Street and Injin, and 3. Park and Ride Facility @ 8th. Street and Gigling	3,800,000	4,786,673		5,372,801
	<b>Transit Totals</b>		<b>18,800,000</b>	<b>11,084,927</b>		<b>12,442,276</b>
	<b>Transportation/Transit Totals</b>		<b>395,025,867</b>	<b>115,315,212</b>	<b>6,855,994</b>	<b>121,656,053</b>
<b>Previous Offsets 1995 - 2004</b>						
<b>1. Transportation/Transit - TAMC Study 1995</b>						
FORA offsets against obligations for transportation/transit network per 1995 TAMC Study from 1995-2004. Funded by EDA grant funds, state and local matching funds, revenue bond proceeds, development fees.						
<b>2. Storm Drainage System</b>						
Retain/Percolate stormwater; eliminate discharge of stormwater to Monterey Bay Sanctuary. Project completed/financial obligation met in 2004. Funded by EDA grant proceeds.						
					32,235,648	
					1,631,951	
	<b>TOTAL CUMULATIVE OFFSETS AGAINST TRANSPORTATION/TRANSIT AND STORM DRAINAGE PROJECTS TO DATE</b>				<b>40,723,593</b>	

**CAPITAL IMPROVEMENT PROGRAM - TRANSPORTATION NETWORK AND TRANSIT ELEMENTS**

Regional Improvements		2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	TOTALS	Proj#
R3	Hwy 1-Seaside Sand City									\$2,858,926	\$2,858,926	\$2,858,926	\$2,858,926	\$2,858,926	\$2,858,926			\$17,153,556	R3
R10	Hwy 1-Monterey Rd. Interchange												\$560,473	\$560,473	\$560,473	\$560,473	\$560,473	\$2,802,363	R10
R11	Hwy 156-Freeway Upgrade				\$2,653,535	\$2,653,535	\$2,653,535											\$7,960,605	R11
R12	Hwy 68 Operational Improvements		\$125,524	\$125,524														\$251,047	R12
<b>Subtotal Regional</b>		<b>\$0</b>	<b>\$125,524</b>	<b>\$125,524</b>	<b>\$2,653,535</b>	<b>\$2,653,535</b>	<b>\$2,653,535</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,858,926</b>	<b>\$2,858,926</b>	<b>\$2,858,926</b>	<b>\$3,419,398</b>	<b>\$3,419,398</b>	<b>\$3,419,398</b>	<b>\$560,473</b>	<b>\$560,473</b>	<b>\$28,167,571</b>	

Off-Site Improvements		2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	TOTALS	Proj#
1	Davis Rd north of Blanco				\$56,904	\$56,904	\$455,228											\$569,035	1
2B	Davis Rd south of Blanco	\$246,054	\$9,005,609															\$9,251,663	2B
4D	Widen Reservation-4 lanes to WG		\$856,186	\$3,424,744														\$4,280,930	4D
4E	Widen Reservation, WG to Davis		\$248,771	\$248,771	\$1,990,168													\$2,487,710	4E
8	Crescent Ave extend to Abrams		\$101,800	\$101,800	\$814,403													\$1,018,004	8
<b>Subtotal Off-Site</b>		<b>\$246,054</b>	<b>\$10,212,366</b>	<b>\$3,775,315</b>	<b>\$2,861,474</b>	<b>\$56,904</b>	<b>\$455,228</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,607,341</b>	

On-Site Improvements		2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	TOTALS	Proj#
FO2	Abrams		\$170,516	\$682,062														\$852,578	FO2
FO5	8th Street		\$974,287	\$3,897,146														\$4,871,433	FO5
FO6	Intergarrison		\$956,327	\$3,825,310														\$4,781,637	FO6
FO7	Gigling		\$642,338	\$642,338	\$5,138,702													\$6,423,377	FO7
FO9B	GJM Blvd So of McClure to So of Coe	\$3,860,219																\$3,860,219	FO9B
FO9C	GJM Blvd So of Coe to So Boundary		\$16,344,431															\$16,344,431	FO9C
FO11	Salinas Ave		\$682,063	\$2,728,250														\$3,410,313	FO11
FO12	Eucalyptus Rd		\$6,000,394															\$6,000,394	FO12
FO13B	Eastside Rd (New alignment)		\$1,407,145	\$1,407,145	\$11,257,159													\$14,071,449	FO13B
FO14	South Boundary Road Upgrade		\$564,607	\$2,258,427														\$2,823,034	FO14
<b>Subtotal On-Site</b>		<b>\$3,860,219</b>	<b>\$27,742,108</b>	<b>\$15,440,677</b>	<b>\$16,395,861</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$63,438,865</b>	

<b>Transportation Totals</b>	<b>\$4,106,273</b>	<b>\$38,079,998</b>	<b>\$19,341,516</b>	<b>\$21,910,870</b>	<b>\$2,710,439</b>	<b>\$3,108,763</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,858,926</b>	<b>\$2,858,926</b>	<b>\$2,858,926</b>	<b>\$3,419,398</b>	<b>\$3,419,398</b>	<b>\$3,419,398</b>	<b>\$560,473</b>	<b>\$560,473</b>	<b>\$109,213,777</b>
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Transit Capital Improvements		2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	TOTALS	Proj#
T3	Transit Vehicle Purchase/Replace		\$504,962	\$504,962	\$504,962	\$504,962	\$504,962	\$504,962	\$504,962	\$504,962	\$504,962	\$504,962	\$504,962	\$504,962	\$504,962	\$504,962	\$504,962	\$7,069,475	T3
T22 <sup>1</sup>	Intermodal Centers	\$311,056	\$1,244,228	\$127,251	\$127,251	\$1,018,004	\$254,501	\$254,501	\$2,036,009									\$5,372,801	T22
<b>Subtotal Transit</b>		<b>\$311,056</b>	<b>\$1,749,190</b>	<b>\$632,213</b>	<b>\$632,213</b>	<b>\$1,522,967</b>	<b>\$759,464</b>	<b>\$759,464</b>	<b>\$2,540,971</b>	<b>\$504,962</b>	<b>\$504,962</b>	<b>\$504,962</b>	<b>\$504,962</b>	<b>\$504,962</b>	<b>\$504,962</b>	<b>\$504,962</b>	<b>\$0</b>	<b>\$12,442,276</b>	

<b>Transportation and Transit GRAND TOTALS</b>	<b>\$4,417,329</b>	<b>\$39,829,188</b>	<b>\$19,973,729</b>	<b>\$22,543,083</b>	<b>\$4,233,405</b>	<b>\$3,868,227</b>	<b>\$759,464</b>	<b>\$2,540,971</b>	<b>\$3,363,888</b>	<b>\$3,363,888</b>	<b>\$3,363,888</b>	<b>\$3,924,361</b>	<b>\$3,924,361</b>	<b>\$3,924,361</b>	<b>\$1,065,435</b>	<b>\$560,473</b>	<b>\$121,656,053</b>
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<sup>1</sup> The \$1,555,284 intermodal center at 8th Street and Gigling is scheduled for construction in 2007/08. The \$1,272,506 Park and Ride facility at Imjin Parkway and Imjin Road is scheduled for construction in 2010/11. The \$2,545,011 intermodal transportation center at 1st Avenue south of 8th Street is scheduled for construction in 2013/14.

**Summary of Capital Improvement Program (CIP) 2006/2007 - 2021/2022**

	To 2006 (1)	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	2006-07 to 2021-22 Total
<b>A. CIP PROJECTS FUNDED BY CFD DEVELOPMENT FEES</b>																		
<b>Beginning Fund Balance</b>		132,645	34,816	2,372,774	7,883,543	57,630,460	79,994,055	80,520,828	83,386,365	84,634,393	85,548,505	85,393,616	82,095,728	78,202,367	74,333,006	70,673,645	72,816,210	
<b>Dedicated Revenues</b>																		
Development Fees	10,097,809	6,414,000	56,280,000	58,435,000	72,406,000	26,713,000	4,511,000	3,741,000	3,905,000	4,278,000	3,209,000	66,000	31,000	55,000	265,000	3,208,000	265,000	243,782,000
Other Revenues (2)		300,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	300,000
<b>Total Revenues</b>	<b>10,097,809</b>	<b>6,714,000</b>	<b>56,280,000</b>	<b>58,435,000</b>	<b>72,406,000</b>	<b>26,713,000</b>	<b>4,511,000</b>	<b>3,741,000</b>	<b>3,905,000</b>	<b>4,278,000</b>	<b>3,209,000</b>	<b>66,000</b>	<b>31,000</b>	<b>55,000</b>	<b>265,000</b>	<b>3,208,000</b>	<b>265,000</b>	<b>244,082,000</b>
<b>Expenditures</b>																		
<b>Projects</b>																		
Transportation/Transit	7,208,712	4,417,329	39,829,188	19,973,729	22,543,083	4,233,405	3,868,227	759,464	2,540,971	3,363,888	3,363,888	3,363,888	3,924,361	3,924,361	3,924,361	1,065,435	560,473	121,656,053
Potable Water Augmentation (3)		600,000	5,415,498	32,834,502														38,850,000
Storm Drainage System (4)																		-
Habitat Management (5)	2,524,452	1,678,500	8,581,355															10,259,855
Fire Rolling Stock	232,000	116,000	116,000	116,000	116,000	116,000	116,000	116,000	116,000									928,000
<b>Total Expenditures</b>	<b>9,965,164</b>	<b>6,811,829</b>	<b>53,942,041</b>	<b>52,924,231</b>	<b>22,659,083</b>	<b>4,349,405</b>	<b>3,984,227</b>	<b>875,464</b>	<b>2,656,971</b>	<b>3,363,888</b>	<b>3,363,888</b>	<b>3,363,888</b>	<b>3,924,361</b>	<b>3,924,361</b>	<b>3,924,361</b>	<b>1,065,435</b>	<b>560,473</b>	<b>171,693,908</b>
<b>Net Annual Revenue</b>	<b>132,645</b>	<b>(97,829)</b>	<b>2,337,959</b>	<b>5,510,769</b>	<b>49,746,917</b>	<b>22,363,595</b>	<b>526,773</b>	<b>2,865,536</b>	<b>1,248,029</b>	<b>914,112</b>	<b>(154,888)</b>	<b>(3,297,888)</b>	<b>(3,893,361)</b>	<b>(3,869,361)</b>	<b>(3,659,361)</b>	<b>2,142,565</b>	<b>(295,473)</b>	<b>72,388,093</b>
<b>Ending Fund Balance</b>	<b>132,645</b>	<b>34,816</b>	<b>2,372,774</b>	<b>7,883,543</b>	<b>57,630,460</b>	<b>79,994,055</b>	<b>80,520,828</b>	<b>83,386,365</b>	<b>84,634,393</b>	<b>85,548,505</b>	<b>85,393,616</b>	<b>82,095,728</b>	<b>78,202,367</b>	<b>74,333,006</b>	<b>70,673,645</b>	<b>72,816,210</b>	<b>72,520,737</b>	<b>72,520,737</b>
<b>Other Costs &amp; Contingencies (6)</b>																		
Additional Project Costs (7)																		12,053,516
Caretaker Costs (8)																		16,256,930
<b>Total Other Costs</b>																		<b>28,310,446</b>
<b>Contingency Reserve (9)</b>																		<b>44,210,291</b>
<b>Total Other Costs &amp; Contingency Reserve</b>																		<b>72,520,737</b>
<b>Ending Fund Balance</b>																		<b>-</b>
<b>B. CIP PROJECTS FUNDED BY LAND SALE REVENUE</b>																		
<b>Beginning Fund Balance</b>		197,192	1,236,612	5,590,532	3,796,250	5,999,250	7,339,250	17,041,125	17,381,125	17,588,125	18,829,125	19,201,125	20,927,125	21,134,125	21,501,125	21,501,125	21,501,125	
<b>Dedicated Revenues</b>																		
Land Sales (7)	11,227,000	12,908,000	23,245,000	2,727,000	2,203,000	1,340,000	16,207,000	340,000	207,000	1,241,000	372,000	1,726,000	207,000	367,000	-	-	-	63,090,000
Land Sales - Credits (11)	(5,177,000)	(7,650,000)	(13,350,000)															(21,000,000)
Other Revenues (12)	1,425,000	1,420,000	560,000															1,980,000
Loan Proceeds and Payments (13)	5,200,000	307,500	307,500	307,500	307,500	307,500	-	-	-	-	-	-	-	-	-	-	-	1,537,500
<b>Total Revenues</b>	<b>12,675,000</b>	<b>6,985,500</b>	<b>10,762,500</b>	<b>3,034,500</b>	<b>2,510,500</b>	<b>1,647,500</b>	<b>16,207,000</b>	<b>340,000</b>	<b>207,000</b>	<b>1,241,000</b>	<b>372,000</b>	<b>1,726,000</b>	<b>207,000</b>	<b>367,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>45,607,500</b>
<b>Expenditures</b>																		
<b>Projects</b>																		
Building Removal	17,553,558	13,251,080	19,451,080	4,521,282														37,223,442
Building Removal - Credits (11)	(5,177,000)	(7,650,000)	(13,350,000)															(21,000,000)
Loan Financing and Pay-Offs	101,250	345,000	307,500	307,500	307,500	307,500	6,505,125	-	-	-	-	-	-	-	-	-	-	8,080,125
<b>Total Expenditures</b>	<b>12,477,808</b>	<b>5,946,080</b>	<b>6,408,580</b>	<b>4,828,782</b>	<b>307,500</b>	<b>307,500</b>	<b>6,505,125</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>24,303,567</b>
<b>Net Annual Revenue</b>	<b>197,192</b>	<b>1,039,420</b>	<b>4,353,920</b>	<b>(1,794,282)</b>	<b>2,203,000</b>	<b>1,340,000</b>	<b>9,701,875</b>	<b>340,000</b>	<b>207,000</b>	<b>1,241,000</b>	<b>372,000</b>	<b>1,726,000</b>	<b>207,000</b>	<b>367,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>21,501,125</b>
<b>Ending Fund Balance</b>	<b>197,192</b>	<b>1,236,612</b>	<b>5,590,532</b>	<b>3,796,250</b>	<b>5,999,250</b>	<b>7,339,250</b>	<b>17,041,125</b>	<b>17,381,125</b>	<b>17,588,125</b>	<b>18,829,125</b>	<b>19,201,125</b>	<b>20,927,125</b>	<b>21,134,125</b>	<b>21,501,125</b>	<b>21,501,125</b>	<b>21,501,125</b>	<b>21,501,125</b>	<b>21,501,125</b>

Source: FORA, Annette Yee & Company

# Appendix A

## Protocol for Review/Reprogramming of FORA CIP

(Revision # 2 September 20, 2000)

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

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

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

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

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

**APPENDIX B**  
**Community Facilities District Revenue**

Jurisdiction	2006-07 to 2021-22 Total	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
<b><u>New Residential</u></b>																	
Marina Heights	MAR																
Townhome	MAR	\$ 4,193,000	\$ 493,000	\$ 1,480,000	\$ 1,480,000	\$ 740,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Cluster Market/Bridge	MAR	7,728,000	1,274,000	2,590,000	1,644,000	2,220,000	-	-	-	-	-	-	-	-	-	-	-
Market A	MAR	13,894,000	1,850,000	3,083,000	5,220,000	2,302,000	1,439,000	-	-	-	-	-	-	-	-	-	-
Market B	MAR	13,895,000	2,138,000	2,261,000	3,371,000	4,522,000	1,603,000	-	-	-	-	-	-	-	-	-	-
Estates	MAR	3,453,000	411,000	2,754,000	288,000	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal		\$ 43,163,000	\$ 6,166,000	\$ 12,168,000	\$ 12,003,000	\$ 9,784,000	\$ 3,042,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Cypress Knolls	MAR	1,594,000	-	433,000	426,000	426,000	309,000	-	-	-	-	-	-	-	-	-	-
University Villages	MAR																
Alley	MAR	\$ 9,989,000	\$ -	\$ 1,850,000	\$ 3,658,000	\$ 3,042,000	\$ 1,439,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Glens	MAR	5,427,000	-	1,850,000	2,549,000	1,028,000	-	-	-	-	-	-	-	-	-	-	-
Carriage	MAR	5,180,000	-	1,768,000	329,000	1,850,000	1,233,000	-	-	-	-	-	-	-	-	-	-
Standard	MAR	4,686,000	-	-	1,850,000	2,466,000	-	-	-	-	-	-	-	-	-	-	-
Townhome	MAR	6,700,000	-	2,836,000	3,371,000	493,000	-	-	-	-	-	-	-	-	-	-	-
Duets	MAR	3,577,000	-	206,000	534,000	1,850,000	987,000	-	-	-	-	-	-	-	-	-	-
Duets - Low/Mod/Workforce	MAR	10,852,000	-	2,014,000	3,782,000	5,056,000	-	-	-	-	-	-	-	-	-	-	-
Patio Homes - Low	MAR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Apartments - Low/Very Low	MAR	4,439,000	-	4,439,000	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal		\$ 50,850,000	\$ -	\$ 14,963,000	\$ 16,073,000	\$ 15,785,000	\$ 4,029,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TAMC TOD	MAR	8,222,000	-	-	-	4,111,000	4,111,000	-	-	-	-	-	-	-	-	-	-
CSUMB North Campus Housing	CSU/MAR	1,010,000	308,000	308,000	308,000	86,000	-	-	-	-	-	-	-	-	-	-	-
UC 8th Street	UC/MCO	13,566,000	-	-	4,522,000	4,522,000	-	-	-	-	-	-	-	-	-	-	-
East Garrison I																	
Market rate	MCO	\$ 46,039,000	\$ -	\$ 12,743,000	\$ 4,357,000	\$ 20,759,000	\$ 8,180,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Affordable	MCO	11,509,000	-	3,206,000	1,069,000	5,179,000	2,055,000	-	-	-	-	-	-	-	-	-	-
Subtotal		\$ 57,548,000	\$ -	\$ 15,949,000	\$ 5,426,000	\$ 25,938,000	\$ 10,235,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UC East Campus - SF	UC/MCO	8,221,000	-	-	-	8,221,000	-	-	-	-	-	-	-	-	-	-	-
UC East Campus - MF	UC/MCO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Seaside Brostrom	SEA	4,110,000	-	2,055,000	2,055,000	-	-	-	-	-	-	-	-	-	-	-	-
Seaside Highlands	SEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Seaside Resort Housing	SEA	5,138,000	-	1,233,000	1,233,000	1,233,000	1,439,000	-	-	-	-	-	-	-	-	-	-
Seaside Resort Affordable (Sunbay)	SEA	4,111,000	-	1,850,000	2,261,000	-	-	-	-	-	-	-	-	-	-	-	-
Seaside Housing (eastside)	SEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Chispa	SEA	2,179,000	-	-	2,179,000	-	-	-	-	-	-	-	-	-	-	-	-
State Parks Housing	SEA	822,000	-	-	822,000	-	-	-	-	-	-	-	-	-	-	-	-
Workforce Housing (Lightfighter Dr)	SEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Eucalyptus Housing (5DU/acre)	SEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH Affordable	SEA	2,343,000	-	-	2,343,000	-	-	-	-	-	-	-	-	-	-	-	-
Del Rey Oaks																	
Golf Villas	DRO	\$ 2,055,000	\$ -	\$ -	\$ 740,000	\$ 1,233,000	\$ 82,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Patio Homes	DRO	1,479,000	-	-	945,000	534,000	-	-	-	-	-	-	-	-	-	-	-
Condos/Workforce	DRO	20,963,000	-	-	3,288,000	4,933,000	-	1,315,000	3,946,000	1,315,000	4,111,000	2,055,000	-	-	-	-	-
Townhomes/Senior Casitas	DRO	3,905,000	-	-	3,905,000	-	-	-	-	-	-	-	-	-	-	-	-
Workforce	DRO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Senior - Casitas	DRO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Timeshare	DRO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal		\$ 28,402,000	\$ -	\$ -	\$ 8,878,000	\$ 6,700,000	\$ 82,000	\$ 1,315,000	\$ 3,946,000	\$ 1,315,000	\$ 4,111,000	\$ 2,055,000	\$ -	\$ -	\$ -	\$ -	\$ -
Other Residential	Various	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b><u>Exsting/Replacement Residential</u></b>																	
Preston Park	MAR	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Cypress Knolls	MAR	3,527,000	845,000	845,000	845,000	838,000	154,000	-	-	-	-	-	-	-	-	-	-
Patton Park	MAR	185,000	-	-	-	-	185,000	-	-	-	-	-	-	-	-	-	-
Abrams B	MAR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Veterans Transition Center	MAR	98,000	11,000	21,000	21,000	22,000	23,000	-	-	-	-	-	-	-	-	-	-
Interim Inc	OTR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Chispa	SEA	1,360,000	-	-	-	1,360,000	-	-	-	-	-	-	-	-	-	-	-
Sunbay	SEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Brostrom	SEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b><u>Office</u></b>																	
Del Rey Oaks Office	DRO	\$ 211,000	\$ -	\$ 1,000	\$ 10,000	\$ 18,000	\$ 18,000	\$ 18,000	\$ 6,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ -	\$ -	\$ -	\$ -
Monterey City Office	MRY	46,000	-	-	-	-	-	-	-	-	46,000	-	-	-	-	-	-
Monterey County Office (Horse Park & Parker Flat)	MCO	45,000	-	-	-	-	14,000	14,000	-	-	17,000	-	-	-	-	-	-
East Garrison I	MCO	12,000	-	-	4,000	4,000	4,000	-	-	-	-	-	-	-	-	-	-
Imjln Office Park	MAR	17,000	17,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**APPENDIX B**  
**Community Facilities District Revenue**

Jurisdiction	2006-07 to		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
	2021-22 Total																	
University Villages	MAR	227,000	-	88,000	-	57,000	82,000	-	-	-	-	-	-	-	-	-	-	-
Airport Business Park	MAR	455,000	-	-	-	-	91,000	91,000	91,000	91,000	91,000	-	-	-	-	-	-	-
Monterey College of Law	SEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Seaside Office (Monterey Blues)	SEA	1,000	-	1,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Seaside Corp Yard Office	SEA	2,000	-	2,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UC East Campus	UC/MCO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UC Central South Campus	UC/MAR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UC Central North & West Campuses	UC/MAR	176,000	-	105,000	71,000	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Industrial</b>																		
Las Animas Concrete Batch Plant	MAR	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Airport Business Park	MAR	230,000	-	-	-	-	46,000	46,000	46,000	46,000	46,000	-	-	-	-	-	-	-
Industrial -- City Corp. Yard	MAR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Industrial -- City Corp. Yard	MRY	77,000	-	-	-	-	-	-	-	-	-	77,000	-	-	-	-	-	-
Industrial -- Public/Private	MRY	77,000	-	-	-	-	-	-	-	-	-	77,000	-	-	-	-	-	-
Monterey County Light Ind. (Horse Park & Parker Flat)	MCO	303,000	-	-	-	-	31,000	31,000	31,000	31,000	31,000	31,000	31,000	31,000	55,000	-	-	-
Seaside Corp Yard Shop	SEA	3,000	-	3,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UC Central North & West Campuses	UC/MAR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Retail</b>																		
Del Rey Oaks Retail	DRO	\$ 204,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	204,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Cypress Knolls Community Center	MAR	610,000	-	-	-	510,000	-	-	-	-	-	-	-	-	-	-	-	-
UC Central North & West Campuses	UC/MAR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UC South Campus	UC/MAR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UC East Campus	UC/MCO	795,000	-	-	-	-	-	-	-	-	-	265,000	-	-	-	265,000	-	265,000
UC Eight Street	UC/MCO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Monterey County Retail (Ord Market + 58 Ac. Next to Landfill)	MCO	1,228,000	-	-	-	614,000	614,000	-	-	-	-	-	-	-	-	-	-	-
East Garrison I Retail	MCO	408,000	-	102,000	102,000	102,000	102,000	-	-	-	-	-	-	-	-	-	-	-
Main Gate	SEA	6,428,000	-	3,214,000	3,214,000	-	-	-	-	-	-	-	-	-	-	-	-	-
Main Gate Restaurants	SEA	204,000	-	102,000	102,000	-	-	-	-	-	-	-	-	-	-	-	-	-
South of Lightfighter Dr (swap)	SEA	1,020,000	-	-	-	1,020,000	-	-	-	-	-	-	-	-	-	-	-	-
Fire Station (swap)	SEA	510,000	-	-	-	510,000	-	-	-	-	-	-	-	-	-	-	-	-
University Villages	MAR	6,703,000	-	6,101,000	367,000	235,000	-	-	-	-	-	-	-	-	-	-	-	-
Shopette	SEA	153,000	-	-	153,000	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Hotel (rooms)</b>																		
Del Rey Oaks Hotel	DRO	\$ 4,182,000	\$ -	\$ -	\$ -	953,000	\$ -	\$ -	\$ -	2,292,000	\$ -	917,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Del Rey Oaks Timeshare	DRO	880,000	-	-	-	-	-	-	293,000	587,000	-	-	-	-	-	-	-	-
Marina Airport Hotel/Golf	MAR	3,208,000	-	-	-	-	-	3,208,000	-	-	-	-	-	-	-	-	-	-
University Village	MAR	4,584,000	-	917,000	3,667,000	-	-	-	-	-	-	-	-	-	-	-	-	-
Seaside Golf Course Hotel	SEA	3,025,000	-	3,025,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Seaside Golf Course Timeshares	SEA	1,558,000	-	458,000	458,000	642,000	-	-	-	-	-	-	-	-	-	-	-	-
UC East Campus	UC/MCO	3,208,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,208,000	-
UC Central North & West Campuses	UC/MAR	1,375,000	-	-	-	-	1,375,000	-	-	-	-	-	-	-	-	-	-	-
<b>Affordable Housing Adjustment</b>																		
Tier 1 (300 units)	300	\$ (11,716,000)	\$ (315,000)	\$ (2,587,000)	\$ (3,074,000)	\$ (3,808,000)	\$ (1,281,000)	\$ (67,000)	\$ (202,000)	\$ (67,000)	\$ (210,000)	\$ (105,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Tier 2 (500 units)	500	(14,372,000)	(386,000)	(3,173,000)	(3,771,000)	(4,673,000)	(1,571,000)	(82,000)	(247,000)	(82,000)	(258,000)	(129,000)	-	-	-	-	-	-
Tier 3 (300 units)	300	(8,824,000)	(232,000)	(1,904,000)	(2,263,000)	(2,804,000)	(943,000)	(49,000)	(148,000)	(49,000)	(155,000)	(77,000)	-	-	-	-	-	-
Subtotal	1100	\$ (34,712,000)	\$ (933,000)	\$ (7,664,000)	\$ (9,108,000)	\$ (11,285,000)	\$ (3,795,000)	\$ (198,000)	\$ (597,000)	\$ (198,000)	\$ (623,000)	\$ (311,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ 243,782,000</b>	<b>\$ 6,414,000</b>	<b>\$ 56,280,000</b>	<b>\$ 58,435,000</b>	<b>\$ 72,406,000</b>	<b>\$ 26,713,000</b>	<b>\$ 4,511,000</b>	<b>\$ 3,741,000</b>	<b>\$ 3,905,000</b>	<b>\$ 4,278,000</b>	<b>\$ 3,209,000</b>	<b>\$ 66,000</b>	<b>\$ 31,000</b>	<b>\$ 55,000</b>	<b>\$ 265,000</b>	<b>\$ 3,208,000</b>	<b>\$ 265,000</b>

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

	Adopted 2002	Index 05/06	Effective July 1, 2006
New Residential (per du)	\$ 34,324	5.0%	\$ 41,106
Existing Residential (per du)	10,320	5.0%	12,380
Office & Industrial (per acre)	4,499	5.0%	5,387
Retail (per acre)	92,768	5.0%	111,102
Hotel (per room)	7,653	5.0%	9,167

**APPENDIX B**  
**Land Sale Revenue**

Jurisdiction		2006-07 to 2021-22 Total	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
<b><u>New Residential</u></b>																		
Marina Helghts	MAR	N/A																
Townhome	MAR	N/A																
Cluster Market/Bridge	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Market A	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Market B	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Estates	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Subtotal		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Cypress Knolls	MAR	5,000,000	5,000,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
University Villages	MAR																	
Alley	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Glens	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Carriage	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Standard	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Townhome	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Duets	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Duets - Low/Mcd/Workforce	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Patio Homes - Low	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Apartments - Low/Very Low	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Subtotal		21,000,000	7,650,000	13,350,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
UC 8th Street	UC/MCO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
East Garrison I																		
Market rate	MCO	-	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Affordable	MCO	-	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Subtotal		16,000,000	N/A	N/A	N/A	N/A	N/A	16,000,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
UC East Campus - SF	UC/MCO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UC East Campus - MF	UC/MCO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Seaside Brostrom	SEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Seaside Highlands	SEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Seaside Resort Housing	SEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Seaside Resort Affordable (Sunbay)	SEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Seaside Housing (eastside)	SEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Chispa	SEA	2,000,000	N/A	2,000,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
State Parks Housing	SEA	250,000	250,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Workforce Housing (Lightfighter Dr)	SEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Eucalyptus Housing (5DU/acre)	SEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH Affordable	SEA	288,000	-	288,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Del Rey Oaks																		
Golf Villas	DRO	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Patio Homes	DRO	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Condos/Workforce	DRO	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Townhomes/Senior Casitas	DRO	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Workforce	DRO	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Senior - Casitas	DRO	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Timeshare	DRO	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Subtotal		5,000,000	N/A	5,000,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Other Residential	Various	1,519,000	-	-	-	-	-	-	-	-	-	-	1,519,000	-	-	-	-	-
<b><u>Existing/Replacement Residential</u></b>																		
Preston Park	MAR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cypress Knolls	MAR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Abrams B	MAR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Interim Inc	OTR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Chispa	SEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sunbay	SEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Brostrom	SEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b><u>Office</u></b>																		
Del Rey Oaks Office	DRO	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**APPENDIX B**  
**Land Sale Revenue**

Jurisdiction	2006-07 to																
	2021-22 Total	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
Monterey City Office	MRY	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Monterey County Office (Horse Park & Parker Flat)	MCO	431,000	-	-	-	-	133,000	-	133,000	-	-	165,000	-	-	-	-	-
East Garrison I	MCO	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Imjin Office Park	MAR	N/A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
University Villages	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Airport Business Park	MAR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Seaside Office (Monterey Blues)	SEA	8,000	8,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Seaside Corp Yard Office	SEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UC East Campus	UC/MCO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UC Central South Campus	UC/MAR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UC Central North & West Campuses	UC/MAR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Industrial</b>																	
Las Animas Concrete Batch Plant	MAR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Airport Business Park	MAR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Industrial -- City Corp. Yard	MAR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Industrial -- City Corp. Yard	MRY	517,000	-	-	-	-	-	-	-	517,000	-	-	-	-	-	-	-
Industrial -- Public/Private	MRY	517,000	-	-	-	-	-	-	-	517,000	-	-	-	-	-	-	-
Monterey County Light Ind. (Horse Park & Parker Flat)	MCO	2,023,000	-	-	-	-	207,000	207,000	207,000	207,000	207,000	207,000	207,000	367,000	-	-	-
Seaside Corp Yard Shop	SEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UC Central North & West Campuses	UC/MAR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Retail</b>																	
Del Rey Oaks Retail	DRO	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Cypress Knolls Community Center	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
UC Central North & West Campuses	UC/MAR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UC South Campus	UC/MAR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UC East Campus	UC/MCO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UC Eight Street	UC/MCO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Monterey County Retail (Ord Market + 58 Ac. Next to Landfill)	MCO	2,000,000	-	-	-	1,000,000	1,000,000	-	-	-	-	-	-	-	-	-	-
East Garrison I Retail	MCO	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Main Gate	SEA	5,054,000	-	2,527,000	2,527,000	-	-	-	-	-	-	-	-	-	-	-	-
Main Gate Restaurants	SEA	160,000	-	80,000	80,000	-	-	-	-	-	-	-	-	-	-	-	-
South of Lightfighter Dr (swap)	SEA	802,000	-	-	-	802,000	-	-	-	-	-	-	-	-	-	-	-
Fire Station (swap)	SEA	401,000	-	-	-	401,000	-	-	-	-	-	-	-	-	-	-	-
University Villages	MAR	-	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Shopette	SEA	120,000	-	-	120,000	-	-	-	-	-	-	-	-	-	-	-	-
<b>Hotel (rooms)</b>																	
Del Rey Oaks Hotel	DRO	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Del Rey Oaks Timeshare	DRO	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Marina Airport Hotel/Golf	MAR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
University Village	MAR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Seaside Golf Course Hotel	SEA	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Seaside Golf Course Timeshares	SEA	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
UC East Campus	UC/MCO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UC Central North & West Campuses	UC/MAR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>		<b>63,090,000</b>	<b>12,908,000</b>	<b>23,245,000</b>	<b>2,727,000</b>	<b>2,203,000</b>	<b>1,340,000</b>	<b>16,207,000</b>	<b>340,000</b>	<b>207,000</b>	<b>1,241,000</b>	<b>372,000</b>	<b>1,726,000</b>	<b>207,000</b>	<b>367,000</b>	<b>-</b>	<b>-</b>

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

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

## Appendix C

### Regional Urban Water Augmentation Project – Hybrid Alternative

In June 2005, the Fort Ord Reuse Authority (“FORA”) and Marina Coast Water District (“District”) Boards of Directors directed staff to initiate the scoping of the Regional Urban Water Augmentation Project – Hybrid Alternative. The Hybrid Alternative includes two components: a 1,500 AFY recycled water pipeline/booster stations and a 1,500 AFY desalination plant.

In August 2005 the District contracted with RMC Water & Environment (“RMC”) to serve as its Program Manager for the initiation of the Hybrid Alternative. Since that time, RMC’s contract has been extended to include work for additional environmental clearance and preliminary design of the recycled water component. In January 2006 the District also approved an agreement with Denise Duffy and Associates to complete the environmental work for the recycled water component. Staff is actively negotiating an agreement with Environmental Science Associates for completion of the environmental work associated with the desalination component.

With these contracts in place, the District is on schedule to deliver recycled water in 2008 and desalinated water in 2009. Current contracts total approximately \$900,000. This is in addition to approximately \$500,000 in prior year expenditures.

The District’s current proposed FY 2006/2007 capital improvement project budget includes \$3.3M for expenditure next year. These funds will be used to complete detailed design of the recycled water project; and, complete the environmental work and start the design for the desalination component. Proposed estimated expenditures for FYs 2007/2008 and 2008/2009 includes approximately \$20M and \$23M, respectively, which will be used to complete the construction.

The District is in the process of reviewing funding opportunities including grants and a bond issuance. More will be known as the FY 2006/2007 budget process continues.

**DEVELOPMENT FEE ALLOCATION AGAINST OBLIGATIONS OVER CIP HORIZON ('06-07 - '21-22)**

**I. ALLOCATION OF FEES AGAINST OBLIGATIONS**

	\$	%	\$
Forecast Revenues from Developer Fees (DF)	<b>243,782,000</b>	Per Project	Per \$1
<u>Cost Per Capital Projects:</u>			
1 Transportation/Transit	121,656,053	49.90%	0.4990
2 Potable Water Augmentation	38,850,000	15.94%	0.1594
3 Storm Drainage System	-	0.00%	0.0000
4 Habitat Management (1)	10,259,855	4.21%	0.0421
5 Fire Rolling Stock	928,000	0.38%	0.0038
6 Other Costs & Contingencies (2)	72,088,092	29.57%	0.2957
<b>Totals</b>	<b>243,782,000</b>	<b>100.00%</b>	<b>1.0000</b>

**II. ALLOCATION TO TRANSPORTATION/TRANSIT**

Transportation Costs - FORA Share		121,656,053		
Allocation of DF to Transportation		<b>\$ 0.4990</b>		
<u>Transportation Project Obligations</u>		<u>FORA Cost/Project</u>	<u>Allocation to Projects</u>	
		\$	%	\$
<b>Regional Highway Projects</b>				
R3	Highway 1-Seaside/Sand City	17,153,556	14.10%	0.0704
R10	Hwy 1- Monterey Road Interchange	2,802,363	2.30%	0.0115
R11	Hwy 156 - Freeway Upgrade	7,960,605	6.54%	0.0327
R12	Hwy 68 Operational Improvements	251,047	0.21%	0.0010
	Sub-total Regional	<u>28,167,571</u>	<u>23.15%</u>	<u>0.1155</u>
<b>Off-Site Improvements</b>				
1	Davis Rd n/o Blanco	569,035	0.47%	0.0023
2B	Davis Rd, s/o Blanco	9,251,663	7.60%	0.0380
4D	Widen Reservation, 4-lane to Watkins Gate	4,280,930	3.52%	0.0176
4E	Widen Reservation, Watkins Gt to Davis	2,487,710	2.04%	0.0102
8	Crescent St. extend to Abrams	1,018,004	0.84%	0.0042
	Sub-total Off-Site	<u>17,607,341</u>	<u>14.47%</u>	<u>0.0722</u>
<b>On-Site Improvements</b>				
FO2	Abrams (Crescent to 2nd Avenue connection)	852,578	0.70%	0.0035
FO5	8th. Street	4,871,433	4.00%	0.0200
FO6	Inter-Garrison	4,781,637	3.93%	0.0196
FO7	Gigling	6,423,377	5.28%	0.0263
FO9B	General Jim Moore Blvd., Normandy to McClure	3,860,219	3.17%	0.0158
FO9C	General Jim Moore Blvd, McClure to South Boundary Rd	16,344,431	13.43%	0.0670
FO11	Salinas Avenue	3,410,313	2.80%	0.0140
FO12	Eucalyptus Road	6,000,394	4.93%	0.0246
FO13	Eastside Rd (New alignment in Scenario C)	14,071,449	11.57%	0.0577
EO14	South Boundary Road upgrade	2,823,034	2.32%	0.0116
	Sub-total On-Site	<u>63,438,865</u>	<u>52.15%</u>	<u>0.2602</u>
	<b>Total Transportation</b>	<u><b>109,213,777</b></u>	<u><b>89.77%</b></u>	<u><b>0.4480</b></u>
<b>Transit Capital Obligations</b>				
T3	Transit Vehicle Purchase & Replacement	7,069,475	5.81%	0.0290
T22	Intermodal Centers	5,372,801	4.42%	0.0220
	<b>Total Transit</b>	<u><b>12,442,276</b></u>	<u><b>10.23%</b></u>	<u><b>0.0510</b></u>
	<b>Grand Totals</b>	<u><b>121,656,053</b></u>	<u><b>100.00%</b></u>	<u><b>0.4990</b></u>

Notes:

- (1) The remaining balance in Habitat Mangement obligation is expected to be met by '07-08; the % allocation to projects will change. Similarly, the allocation formula will change as other obligations are satisfied.
- (2) Please refer to Table 3, notes 6-9.

**TABLE 5**  
**Page 20**

When recorded mail to:

## APPENDIX E

OCT 27 2005

County of Monterey  
Department of Public Works  
168 West Alisal Street, 2<sup>nd</sup> Floor  
Salinas, CA 93901-2680

PUBLIC WORKS - ADMIN

ORIGINAL

Fort Ord  
Reuse Authority

### REIMBURSEMENT AGREEMENT BETWEEN THE FORT ORD REUSE AUTHORITY AND THE COUNTY OF MONTEREY FOR CONSTRUCTION OF DAVIS ROAD WIDENING AND BRIDGE REPLACEMENT ON DAVIS ROAD BETWEEN BLANCO AND RESERVATION ROADS.

THIS AGREEMENT is made and signed on this 19<sup>th</sup> day of October, 2005,  
by and between the COUNTY OF MONTEREY, hereinafter called "County" and the FORT  
ORD REUSE AUTHORITY, hereinafter called "FORA".

#### RECITALS

- A. In June 1997, the FORA Board adopted a Final Environmental Impact Report ("FEIR") and a Fort Ord Base Reuse Plan ("Plan"). The Plan defines a series of project obligations of the Plan as the Public Facilities Implementation Plan ("PFIP"). The PFIP serves as the baseline Capital Improvement Program ("CIP") for the Plan. The FORA Board annually revisits, reviews and considers a modified CIP that includes reprogramming of projects or other modifications deemed appropriate and necessary, such as the inclusion of the Transportation Agency for Monterey County's ("TAMC") most recent study that reallocated transportation mitigation funds. That study, entitled "FORA Fee Reallocation Study," was endorsed by the FORA Board on April 8, 2005.
- B. The "FORA Fee Reallocation Study" programmed \$9,251,663 in FORA fees for the preliminary engineering, design, environmental, construction, and construction management of the "Davis Road South of Blanco Road" project. The "Davis Road South of Blanco Road" project includes Davis Road Widening and Bridge Replacement on Davis Road Between Blanco Road and Reservation Road ("Project"). The funds are currently programmed in FY 2006/2007.
- C. On June 10, 2005, the FORA Board revisited, reviewed, and approved the FY 2005/2006 through 2021/2022 CIP. Development fees for the construction of the Project are included in the FY 2005/2006 through 2021/2022 CIP and are programmed in FY 2006/2007.
- D. The purpose of this Agreement is to establish the extent and manner in which the County will be entitled to reimbursement by FORA for the FORA CIP portion of the Project cost.

NOW, THEREFORE, IT IS MUTUALLY AGREED BETWEEN THE PARTIES  
HERETO AS FOLLOWS:

1. Design, Consulting, Construction, and Initial Financing of Project.
  - 1.1 Lead Agency. The County shall serve as lead agency for this Project.
  - 1.2 Engineering, Design, Environmental, Construction, Construction Management, and Other Services. The County shall retain necessary services and prepare all studies and documents required for environmental clearance for the Project. The County shall also provide all required engineering, design, environmental, and other services for environmental clearance, permitting, design, construction, bidding, and construction management of the Project. The County shall prepare the design documents in full conformance with the design requirements for the Project approved by Caltrans and County and in full conformance with the provisions of the applicable state and local codes. The FORA FY 2005/2006 through 2021/2022 CIP budgets \$9,251,663 in FY 2006/2007 to the Project. The County shall commence engineering, design, environmental, and other services in FY 2005/2006.
  - 1.3 Construction Contract. The County shall bid and construct the Project as a public works project. The County shall provide FORA a copy of the executed construction contract. Construction of the Project shall commence at County's discretion.
  - 1.4 Project Reprogramming. FORA shall not reprogram the Project to a later period unless development is delayed by market conditions as noted in Article 2 below.
2. Reimbursement to County. FORA's obligation to reimburse the County is contingent upon the development market and FORA's corresponding collection of development fees. Development fees collected under the FORA Community Facilities District are the only source of funds obligated for reimbursement under this Agreement. FORA shall reimburse the County for costs incurred from July 1, 2005 through Project completion.
3. Amount of Reimbursement. FORA, under this agreement with the County, shall reimburse the County for FORA's share of the total project cost not to exceed \$9,242,411, which represents FORA's budgeted share of the project cost of \$9,251,663, less \$9,252 for FORA engineering and accounting fees (corresponding to 1/10% of the total budgeted project cost). FORA shall allocate a minimum of .3669 cents to the Project from every Transportation/Transit dollar collected; beginning in FY 2006/2007 until the \$9,242,411 has been funded.
4. Invoices to FORA. The County shall submit quarterly invoices to FORA. The final invoice shall include a copy of a Notice of Completion filed with the County Recorder's office for the project.
5. Timing of Reimbursement. FORA shall commence reimbursement payments to the County when development fees programmed to fund the Project become available with the first payment due in a quarter when projected development fees are collected by FORA.

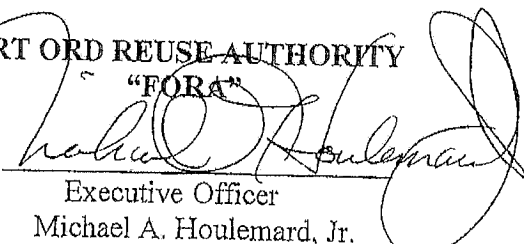
6. Audit. The County agrees that the County's books and expenditures related to the Project shall be subject to audit by FORA.
7. Amendment by Written Recorded Instrument. This Agreement may be amended or modified in whole or in part, only by a written and recorded instrument executed by both of the parties.
8. Indemnity and Hold Harmless. County agrees to indemnify, defend and hold FORA harmless from and against any loss, cost claim or damage directly related to County's actions or inactions under this Agreement.
9. Governing Law. This Agreement shall be governed by and interpreted by and in accordance with the laws of the State of California.
10. Entire Agreement. This Agreement along with any exhibits and attachments hereto, constitutes the entire agreement between the parties hereto concerning the subject matter hereof.
11. Interpretation. It is agreed and understood by the parties hereto that this Agreement has been arrived at through negotiation and that neither party is to be deemed the party which prepared this Agreement within the meaning of Civil Code Section 1654.

IN WITNESS WHEREOF, the parties hereto have executed this agreement on the day and year set out opposite their respective signatures.

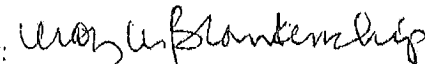
COUNTY OF MONTEREY  
"COUNTY"


Date: 8 Dec 05 By:   
Chair of Board of Supervisors

PORT ORD REUSE AUTHORITY  
"FORA"

Date: 10/19/05 By:   
Executive Officer  
Michael A. Houlemard, Jr.

APPROVED AS TO FORM:

By:   
County Counsel

By:   
Gerald D. Bowden, Esq.  
FORA Counsel