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I. EXECUTIVE SUMMARY

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 2010/11 – 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 by State law, FORA is scheduled to sunset in 2014 (or when 80% of the BRP has been implemented, whichever occurs first), which will occur prior to the end of this CIP time horizon (FY 2010/11 – FY 2021/22). Therefore, the revenues and obligations herein will be allocated accordingly to jurisdictions under the Local Agency Formation Commission process for the dissolution of FORA.

2) Periodic CIP Review and Reprogramming

Due to the nature of development forecasting, it is certain that today’s best forecasts of development timing and patterns will differ from reality. Recognizing this, the BRP requires the FORA Board to periodically review and revise its CIP to reflect development realities to assure that the adopted mitigation projects are implemented in the best possible sequence with development needs. A protocol for the review and reprogramming of the CIP was approved by the FORA Board on June 8, 2001. Appendix A, herein, defines the process whereby FORA and its Member Agencies comprehensively review development timing and patterns to assure proper implementation of the BRP mitigation projects. The Board is asked to approve this CIP (FY 2010/11 – 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 2010, 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, 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 \$67M in capital improvements, predominantly funded by FORA CFD fees, grants received from the US Department of Commerce, Economic Development Administration (“EDA”) and a FORA bond issue. \$60M was applied directly against FORA obligations and \$7M funded capital improvements instrumental to base reuse, such as improvements to the water and wastewater systems. In addition to the \$67M in capital improvements, close to \$6M has been expended against Habitat Management, Fire Fighting Enhancement and Water Augmentation obligations.

Section III herein provides additional detail regarding how a number of already-funded projects have been credited as offsets against the FORA basewide obligations. The major sources of revenue utilized to date include developer fees, land sales, grants, tax increment, and loan proceeds. As these revenues are collected and employed to offset obligations, use of these funds will continue to be enumerated in Tables 1 and 3.

II. OBLIGATORY PROGRAM OF PROJECTS — DESCRIPTION OF CIP ELEMENTS

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

a) Transportation/Transit Elements

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.



Eucalyptus Road — Phase II

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

Toward that goal, and following Board action directing staff to coordinate a work program with TAMC, FORA and TAMC entered into a cooperative agreement to move forward with the re-evaluation work. TAMC, working in concert with the Association of Monterey

Bay Area Governments (“AMBAG”), has since completed its work program with FORA. TAMC’s recommendations are enumerated in the “FORA Fee Reallocation Study” dated April 8, 2005; the date the FORA Board of Directors approved the study for inclusion in the FORA CIP. The complete study can be found online at www.fora.org, under the Documents menu.

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

Transit

The transit obligations enumerated in Table 1 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 than denoted in the BRP. The BRP currently provides for a multi-modal corridor along the Imjin Parkway/Blanco Road corridor serving to and from the Salinas area to the TAMC/MST intermodal center planned in the Dunes on Monterey Bay area in the City of Marina portion of the former Fort Ord.

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

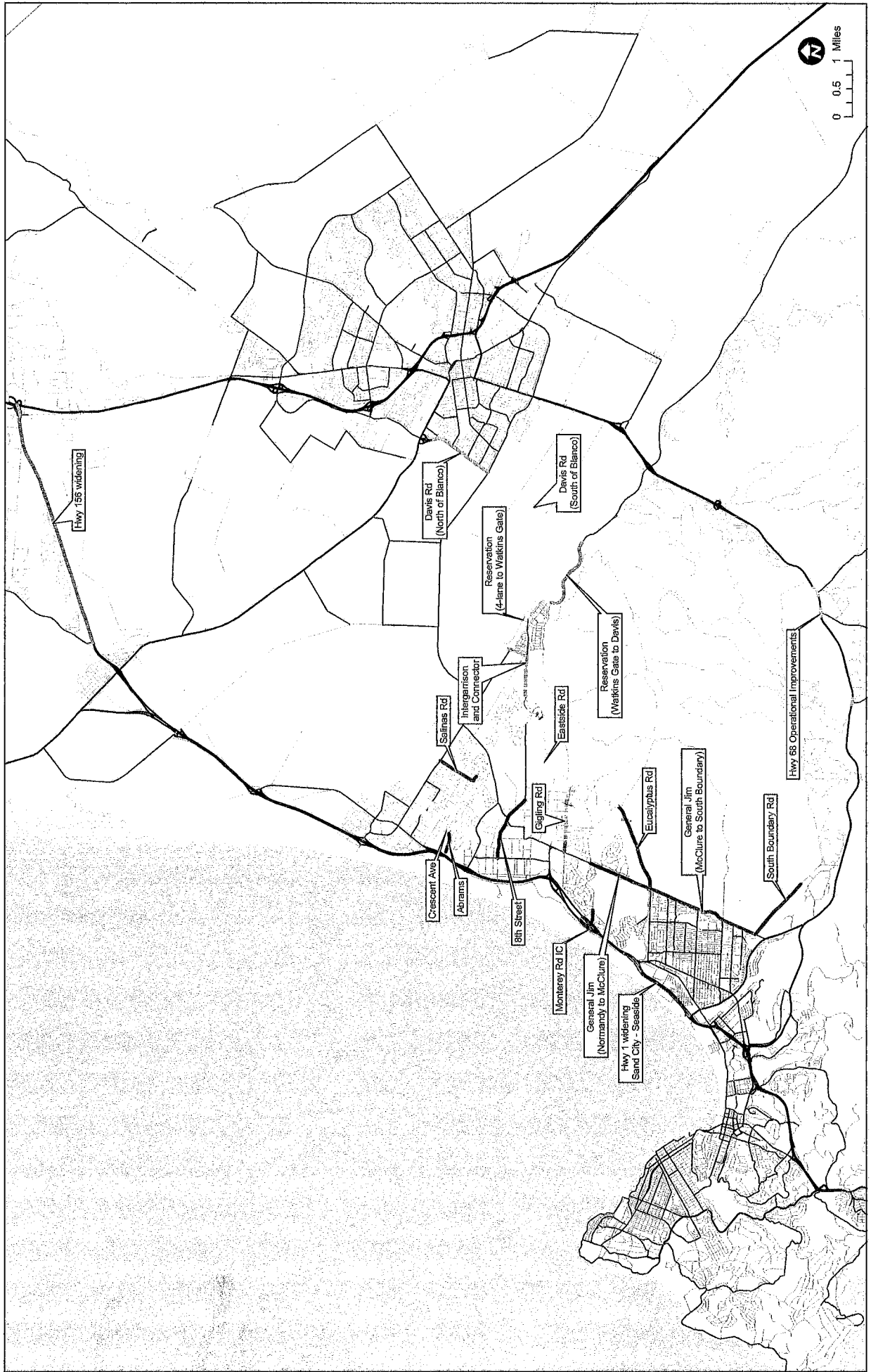
A series of stakeholder meetings have been conducted to advance adjustments and refinements to the proposed multi-modal corridor plan-line. Stakeholders include, but are not limited to, TAMC, MST, FORA, City of Marina, Monterey County, California State University Monterey Bay (“CSUMB”), University of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

Lead Agency Status

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

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

Figure 1 – Transportation Map



b) 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 groundwater supply of 6,600 acre-feet per year (“AFY”), as described in the BRP, Appendix B (PFIP section p 3-63). In addition to the groundwater supply, the BRP requires an augmentation of an estimated 2,400 AFY 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 (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.

Several factors over the last year have caused reconsideration of the water augmentation program by staff and consultants. Those factors included increased project costs as designs were refined; negotiations between MCWD and the Monterey Regional Water Pollution Control Agency (“MRWPCA”) to come to agreement to move forward with the recycled component of the project (which was to have been on line by summer 2008); and the significant economic downturn, which allows for more time before the augmentation program would need to come on line. All of which provided the opportunity to further consider the “Regional Plan” as the preferred project to pursue as the water augmentation program. This project appears to be both better for the environment and considerably less expensive than other evaluated augmentation proposals. Appendix C herein provides a description of the Regional Plan from which the augmenting source of water for the former Fort Ord could be derived.

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

c) Storm Drainage System Projects

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

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

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

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

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



Storm drainage outfall removal — Before and After

d) Habitat Management Requirements

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. \$1.5M upfront funding (comprised of \$1.3M in borrowed funds and \$200K in secured funds) for initial management, planning, capital costs and Habitat Conservation Plan preparation.
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 \$35M line item of forecasted requisite expenditures. USFWS and CDFG are the final arbiters as to what the final endowment amount will be, with input from FORA and its contractors/consultants. It is expected that the final endowment amount will be agreed upon in the upcoming fiscal year.

e) Fire Fighting Enhancement Requirements

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

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



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

f) Building Removal Program

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

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

In 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 hierarchy 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 (\pm \$2.2M) and buildings in the City of Seaside's Surplus II area (\pm \$4M). FORA will continue to work closely with the Cities of Marina and Seaside as new specific plans are prepared for those areas.

Revenue and expenditure details are included in Table 3 of this document.

g) Water and Wastewater Collection Systems

Following a competitive selection process in 1997, the FORA Board approved MCWD as the purveyor to own and operate 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, established a Water and Wastewater Oversight Committee (“WWOC”), which serves in an advisory capacity to the Board. A primary function of the WWOC is to meet and confer with MCWD staff in the development of operating and capital budgets and the corresponding customer rate structures. Annually at budget time, the WWOC and FORA staff prepare recommended actions for the Board’s consideration with respect to budget and rate approvals. This process provides the proper tracking mechanism to assure that improvements to, and expansion of, the systems are in sequence with development needs 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 2010/11 THROUGH 2021/22 CAPITAL IMPROVEMENT PROGRAM

a) Background Information/Summary Tables

This Section III provides summary tables of the FORA obligations under the BRP. More particularly, Table I graphically depicts the current fiscal offsets of completed projects that have reduced the BRP obligations.

Since 1995, FORA has advanced approximately \$67M in capital projects and BRP obligations. These projects have been funded predominantly by EDA grants, loan proceeds and developer fees. 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 I 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 I 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

TAMC Study 2005

| Project # | Project Title | Project Limits | TAMC Reallocation Study 2005 TOTAL COST | FORA PORTION | FORA Offsets 2005-2010 | FORA Remaining Obligation |
|------------------------------|---------------------------------|---|--|-------------------|---------------------------|------------------------------|
| Regional Improvements | | | | | | |
| R3 | Hwy 1-Seaside Sand City | Widen highway 1 from 4 lanes to 6 lanes from Fremont Avenue Interchange south to the Del Monte Interchange | 45,000,000 | 15,282,245 | - | 19,409,950 |
| R10 | Hwy 1-Monterey Rd. Interchange | Construct new interchange at Monterey Road | 19,100,000 | 2,496,648 | - | 3,170,988 |
| R11 | Hwy 156-Freeway Upgrade | Widen existing highway to 4 lanes and upgrade highway to freeway status with appropriate interchanges. Interchange modification as needed at US 156 and 101 | 197,000,000 | 7,092,169 | - | 9,007,750 |
| 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 | - | 284,070 |
| Subtotal Regional | | | 270,976,000 | 25,094,722 | - | 31,872,758 |

Off-Site Improvements

| | | | | | | |
|--------------------------|---------------------------------|---|-------------------|-------------------|----------------|-------------------|
| 1 | Davis Rd n/o Blanco | Widen to 4 lanes from the SR 183 bridge to Blanco | 3,151,000 | 506,958 | - | 643,896 |
| 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 | - | 10,992,066 |
| 4D | Widen Reservation-4 lanes to WG | Widen to 4 lanes from existing 4 lane section East Garrison Gate to Watkins Gate | 10,100,000 | 3,813,916 | 489,452 | 4,319,971 |
| 4E | Widen Reservation, WG to Davis | Widen to 4 lanes from Watkins Gate to Davis Rd | 5,500,000 | 2,216,321 | - | 2,814,945 |
| 8 | Crescent Ave extend to Abrams | Extend existing Crescent Court Southerly to join proposed Abrams Dr (FO2) | 906,948 | 906,948 | - | 1,151,913 |
| Subtotal Off-Site | | | 42,212,948 | 16,098,645 | 489,452 | 19,922,781 |

On-Site Improvements

| | | | | | | |
|------------------------------|--------------------------------|---|--------------------|--------------------|-------------------|--------------------|
| FO2 | Abrams | Construct a new 2-lane arterial from intersection with 2nd Ave easterly to intersection with Crescent Court extension | 759,569 | 759,569 | - | 964,727 |
| FO5 | 8th Street | Upgrade/construct new 2-lane arterial from 2nd Ave to Intergration Rd | 4,340,000 | 4,340,000 | 707,393 | 4,795,636 |
| FO6 | Intergration | Upgrade to a 4-lane arterial from Eastside Rd to Reservation | 4,260,000 | 4,260,000 | 1,586,170 | 3,712,241 |
| FO7 | Gigling | Upgrade/Construct new 4-lane arterial from General Jim Moore Blvd easterly to Eastside Rd | 5,722,640 | 5,722,640 | 368,860 | 6,862,675 |
| 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 Coe to S Boundary | Widen from 2 to 4 lanes from McClure to Coe | 24,065,000 | 24,065,000 | 4,016,175 | - |
| FO9C | GJM Blvd-s/o Coe to S Boundary | Widen from 2 to 4 lanes from s/o Coe to South Boundary Rd | - | - | 10,765,766 | 6,066,767 |
| FO11 | Salinas Ave | Construct new 2 lane arterial from Reservation Rd southerly to Abrams Dr. | 3,038,276 | 3,038,276 | - | 3,866,908 |
| 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 | 1,550,123 | 5,388,584 |
| 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 | 200,000 | 15,719,819 |
| FO14 | S Boundary Road Upgrade | Upgrade to a 2 lane arterial, along existing alignment from General Jim Moore Blvd to York Rd | 2,515,064 | 2,515,064 | 353,724 | 2,798,862 |
| Subtotal On-Site | | | 63,036,919 | 63,036,919 | 25,934,535 | 50,166,220 |
| Transportation Totals | | | 376,225,867 | 104,230,286 | 26,423,987 | 101,963,759 |

[1] Remaining construction may be phased in future CIP documents based on available funds and habitat/environmental clearance.

Transit Capital Improvements

| | | | | | | |
|--------------------------------------|----------------------------------|---|--------------------|--------------------|-------------------|--------------------|
| T3 | Transit Vehicle Purchase/Replace | 15 buses | 15,000,000 | 6,298,254 | 279,950 | 7,682,625 |
| T22 | Intermodal Centers | (PFIP T-31) includes 3 elements: 1. Intermodal Transportation Center @ 1st Avenue South of 8th. Street 2. Park and Ride Facility @ 12th Street and Imjin, and 3. Park and Ride Facility @ 8th. Street and Gigling | 3,800,000 | 4,786,673 | - | 6,079,544 |
| Transit Totals | | | 18,800,000 | 11,084,927 | 279,950 | 13,762,169 |
| Transportation/Transit Totals | | | 395,025,867 | 115,315,212 | 26,703,937 | 115,725,928 |

TAMC Study 1995

| | | | | | | |
|---|--|--|--|--|-----------------------------------|-------------------|
| Transportation/Transit | | | | | | |
| FORA offsets against obligations for transportation/transit network per 1995 TAMC Study from 1995-2004. Funded by EDA grant funds, state and local matching funds, revenue bond proceeds, development fees. | | | | | | |
| Storm Drainage System | | | | | | |
| Retain/Percolate stormwater, eliminate discharge of stormwater to Monterey Bay Sanctuary. Project completed/financial obligation met in 2004. Funded by EDA grant proceeds. | | | | | | |
| TOTAL CUMULATIVE OFFSETS AGAINST TRANSPORTATION/TRANSIT AND STORM DRAINAGE PROJECTS TO DATE | | | | | | |
| | | | | | FORA Offsets 1995-2004 | 60,571,536 |
| | | | | | 1,631,951 | |
| | | | | | 32,235,648 | |

CAPITAL IMPROVEMENT PROGRAM - TRANSPORTATION NETWORK AND TRANSIT ELEMENTS

| Regional Improvements | | 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 | | | 3,856,525 | 3,647,270 | 5,231,187 | 4,163,670 | 2,511,298 | | | | | | 19,409,950 | R3 |
| R10 | Hwy 1-Monterey Rd. Interchange | | | 629,536 | 595,377 | 880,070 | 674,936 | 391,069 | | | | | | 3,170,988 | R10 |
| R11 | Hwy 156-Freeway Upgrade | | | 1,789,467 | 1,692,371 | 2,427,794 | 1,932,512 | 1,155,606 | | | | | | 9,007,750 | R11 |
| R12 | Hwy 68 Operational Improvements | | | 57,005 | 53,912 | 82,567 | 90,586 | | | | | | | 284,070 | R12 |
| | Subtotal Regional | | | 6,332,533 | 5,988,930 | 8,621,618 | 6,861,704 | 4,057,973 | | | | | | 31,872,758 | |

| Off-Site Improvements | | 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 | | | 128,881 | 121,888 | 209,171 | 183,946 | | | | | | | 643,886 | 1 |
| 2B | Davis Rd south of Blanco | 300,000 | 1,022,839 | 4,167,997 | 3,607,587 | 1,893,643 | | | | | | | | 10,992,066 | 2B |
| 4D | Widened Reservation-4 lanes to WG | | | 560,138 | 529,745 | 755,731 | 374,675 | 594,656 | | | | | | 4,319,971 | 4D |
| 4E | Widened Reservation, WG to Davis | | | 430,516 | 373,048 | 210,209 | | | | | | | | 2,814,945 | 4E |
| 8 | Crescent Ave extend to Ahrams | 300,000 | 1,160,980 | 5,287,532 | 4,632,268 | 5,228,739 | 2,718,806 | 594,656 | | | | | | 1,151,913 | 8 |
| | Subtotal Off-Site | | | | | | | | | | | | | 19,922,781 | |

| On-Site Improvements | | 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# |
|----------------------|-----------------------------|-----------|-----------|------------|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-------|
| F02 | Ahrams | | 115,617 | 352,839 | 306,408 | 189,863 | | | | | | | | 984,727 | F02 |
| F05 | 8th Street | | 663,672 | 2,107,965 | 2,023,999 | | | | | | | | | 4,795,636 | F05 |
| F06 | Intergarrison | | | 971,567 | 2,740,674 | | | | | | | | | 3,712,241 | F06 |
| F07 | Gigling | | | | 3,431,337 | 3,431,337 | | | | | | | | 6,862,675 | F07 |
| F09C | GJM Blvd | 2,476,456 | 1,200,000 | 2,390,311 | | | | | | | | | | 6,066,767 | F09C |
| F011 | Salinas Ave | | 463,970 | 1,454,334 | 1,259,457 | 681,147 | | | | | | | | 3,858,908 | F011 |
| F012 | Eucalyptus Rd | 3,738,740 | 1,649,844 | | | | | | | | | | | 5,388,584 | F012 |
| F013B | Eastside Rd (New alignment) | 260,000 | 2,902,549 | 2,990,949 | 4,292,190 | 3,417,052 | 1,857,079 | | | | | | | 15,719,819 | F013B |
| F014 | South Boundary Road Upgrade | | 2,798,862 | | | | | | | | | | | 2,798,862 | F014 |
| | Subtotal On-Site | 6,475,196 | 9,794,514 | 10,267,965 | 14,054,065 | 7,719,399 | 1,857,079 | | | | | | | 50,168,220 | |

| Transportation Totals | | 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 |
|-----------------------|--|-----------|------------|------------|------------|------------|------------|-----------|-----------|-----------|-----------|-----------|-----------|-------------|
| | | 6,775,196 | 10,955,494 | 21,888,030 | 24,675,263 | 21,569,757 | 11,437,389 | 4,662,629 | | | | | | 101,963,759 |

| Transit Capital Improvements | | 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 | | | 1,526,748 | 1,443,907 | 2,065,794 | 1,642,561 | 1,003,615 | | | | | | 7,682,625 | T3 |
| T22 | Intermodal Centers | | | 1,207,023 | 1,141,530 | 1,651,666 | 1,319,274 | 760,051 | | | | | | 6,079,544 | T22 |
| | Subtotal Transit | | | 2,733,771 | 2,585,437 | 3,717,460 | 2,961,835 | 1,763,666 | | | | | | 13,762,169 | |

| Transportation and Transit GRAND TOTALS | | 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 |
|---|--|-----------|------------|------------|------------|------------|------------|-----------|-----------|-----------|-----------|-----------|-----------|-------------|
| | | 6,775,196 | 10,955,494 | 24,621,801 | 27,260,700 | 25,287,217 | 14,399,224 | 6,426,295 | | | | | | 115,725,928 |

SUMMARY OF CAPITAL IMPROVEMENT PROGRAM (CIP) 2010/11 - 2021/22

| | 2005-10 (10) | 2010-11 | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 ^c | 2020-21 | 2021-22 | 2010-11 to 2021-22 Total |
|--|-------------------|--------------------|--------------------|--------------------|--------------------|-------------------|-------------------|-------------------|-------------------|--------------------|----------------------|--------------------|--------------------|--------------------------|
| A. CIP PROJECTS FUNDED BY CFD DEVELOPMENT FEES | | | | | | | | | | | | | | |
| Dedicated Revenues | 15,132,305 | 148,000 | 14,844,000 | 23,844,000 | 55,595,000 | 61,915,000 | 59,776,000 | 31,211,000 | 9,636,000 | 6,271,000 | 6,206,000 | 12,948,000 | 4,230,000 | 286,624,000 |
| Development Fees | | | | | | | | | | | | | | |
| Other Revenues | 3,107,598 | 3,107,598 | 3,107,598 | 3,107,598 | 3,107,598 | 3,107,598 | 3,107,598 | 3,107,598 | 3,107,598 | 3,107,598 | 3,107,598 | 3,107,598 | 3,107,598 | 3,107,598 |
| Tax Increment (2) | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 |
| Loan Proceeds (3) | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 |
| Federal Grants (4) | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 |
| CSU Mitigation fees | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 |
| Miscellaneous Revenues (Rev Bonds, Interest) | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 | 3,367,598 |
| Total Revenues | 32,257,454 | 7,123,196 | 15,344,000 | 24,170,795 | 55,595,000 | 61,915,000 | 59,776,000 | 31,211,000 | 9,636,000 | 6,271,000 | 6,206,000 | 12,948,000 | 4,230,000 | 294,425,991 |
| Expenditures | | | | | | | | | | | | | | |
| Projects | | | | | | | | | | | | | | |
| Transportation/Transit | 23,588,676 | 6,775,196 | 10,955,494 | 24,621,801 | 27,260,700 | 25,287,217 | 14,399,224 | 6,426,295 | - | - | - | - | - | 115,725,928 |
| Water Augmentation (5) | 540,000 | 21,780 | | 5,700,000 | 16,823,235 | | | | | | | | | 22,545,015 |
| Storm Drainage System [Completed by 2005] (6) | | | | | | | | | | | | | | |
| Habitat Management (7) | 3,983,076 | 37,000 | 3,711,000 | 5,961,000 | 13,898,750 | 7,409,174 | | | | | | | | 31,076,924 |
| Fire Rolling Stock | 656,000 | 116,000 | 116,000 | 116,000 | 116,000 | | | | | | | | | 464,000 |
| Total Expenditures | 28,807,754 | 6,949,976 | 14,782,494 | 30,699,801 | 46,975,450 | 49,919,626 | 14,399,224 | 6,426,295 | - | - | - | - | - | 189,751,867 |
| Net Annual Revenue | 3,449,700 | 173,220 | 561,506 | (6,529,006) | 8,619,550 | 12,995,374 | 45,376,776 | 24,784,705 | 9,636,000 | 6,271,000 | 6,206,000 | 12,948,000 | 4,230,000 | 124,599,124 |
| Beginning Fund Balance | 3,449,700 | (1) | 98,220 | 659,726 | (5,868,280) | 2,751,269 | 15,146,643 | 60,523,419 | 85,308,124 | 94,944,124 | 101,215,124 | 107,421,124 | 120,369,124 | (1) |
| Ending Fund Balance Before Other Costs and Reserves | 173,220 | 173,220 | 659,726 | (5,868,280) | 2,751,269 | 15,146,643 | 60,523,419 | 85,308,124 | 94,944,124 | 101,215,124 | 107,421,124 | 120,369,124 | 124,599,124 | 124,599,124 |
| Other Costs (8) | 75,000 | 75,000 | 75,000 | 75,000 | 75,000 | 75,000 | 75,000 | 75,000 | 75,000 | 75,000 | 75,000 | 75,000 | 75,000 | 75,000 |
| Additional Project Costs (9) | | | | | | | | | | | | | | 12,053,516 |
| Caretaker Costs (10) | | | | | | | | | | | | | | 16,256,930 |
| Total Other Costs | 75,000 | 75,000 | 75,000 | 75,000 | 75,000 | 75,000 | 75,000 | 75,000 | 75,000 | 75,000 | 75,000 | 75,000 | 75,000 | 28,310,446 |
| Contingency (11) | 98,220 | 98,220 | 98,220 | 98,220 | 98,220 | 98,220 | 98,220 | 98,220 | 98,220 | 98,220 | 98,220 | 98,220 | 98,220 | 98,220 |
| Total Other Costs & Contingency Reserve | 173,220 | 173,220 | 173,220 | 173,220 | 173,220 | 173,220 | 173,220 | 173,220 | 173,220 | 173,220 | 173,220 | 173,220 | 173,220 | 124,599,124 |
| Ending Fund Balance | 173,220 | 173,220 | 173,220 | 173,220 | 173,220 | 173,220 | 173,220 | 173,220 | 173,220 | 173,220 | 173,220 | 173,220 | 173,220 | 124,599,124 |
| B. CIP PROJECTS FUNDED BY LAND SALE REVENUE | | | | | | | | | | | | | | |
| Dedicated Revenues | 21,312,975 | 218,916 | 2,618,916 | 14,401,916 | 4,955,901 | 21,052,000 | 17,207,000 | 207,000 | 372,000 | 367,000 | - | - | - | 61,400,649 |
| Land Sales (12) | 21,312,975 | 218,916 | 2,618,916 | 14,401,916 | 4,955,901 | 21,052,000 | 17,207,000 | 207,000 | 372,000 | 367,000 | - | - | - | (19,469,700) |
| Land Sales - Credits (13) | 5,350,000 | - | - | (19,409,700) | - | - | - | - | - | - | - | - | - | - |
| Other Revenues (14) | 2,395,979 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Loan Proceeds (3) | 7,500,000 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Revenues | 28,441,604 | 218,916 | 2,618,916 | (5,007,784) | 4,955,901 | 21,052,000 | 17,207,000 | 207,000 | 372,000 | 367,000 | - | - | - | 41,990,949 |
| Expenditures | | | | | | | | | | | | | | |
| Projects (15) | | | | | | | | | | | | | | |
| Building Removal | 26,751,592 | 3,850,000 | 3,850,000 | 14,300,000 | 5,000,000 | 2,475,408 | | | | | | | | 25,625,408 |
| Building Removal - Credits | (6,751,592) | - | - | (19,409,700) | - | - | - | - | - | - | - | - | - | (19,409,700) |
| Debt Financing (17) | 1,415,170 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Expenditures | 25,599,462 | 3,850,000 | 3,850,000 | (5,709,700) | 5,000,000 | 2,475,408 | - | - | - | - | - | - | - | 6,215,708 |
| Net Annual Revenue | 2,842,142 | (1,231,084) | (1,231,084) | 101,916 | (44,099) | 18,576,592 | 17,207,000 | 207,000 | 372,000 | 367,000 | - | - | - | 35,775,241 |
| Beginning Fund Balance | 1,042,142 | 1,042,142 | 1,261,058 | 29,974 | 131,890 | 87,791 | 18,664,383 | 36,078,383 | 36,450,383 | 36,817,383 | 36,817,383 | 36,817,383 | 36,817,383 | 1,042,142 |
| Ending Fund Balance | 1,042,142 | 1,261,058 | 29,974 | 131,890 | 87,791 | 18,664,383 | 35,871,383 | 36,078,383 | 36,450,383 | 36,817,383 | 36,817,383 | 36,817,383 | 36,817,383 | 36,817,383 |

Table 3 CIP Summary Table Footnotes

- (1) This column summarizes CIP revenues and expenses from July 2005 through June 2010. These totals are not in the 2010-11 to 2021-22 Totals.
- (2) "Tax Increment" revenue is designated for operations and as a back up to FORA CIP projects; to date, approximately \$5.2M was spent on ET/ESCA change orders and CIP road projects.
- (3) "Loan Proceeds": In FY 05-06 FORA entered into a line of credit agreement to ensure all CIP obligations could be met in a timely manner, despite cash flow fluctuations. FORA advanced about \$2.4M to finance General Jim Moore Boulevard/Eucalyptus Road construction and road designs and \$7.5M to finance building removal at the Dunes on Monterey Bay. In FY 09-10 FORA consolidated existing debt through a loan secured by FORA's share of Preston Park and spent \$3.3M to provide stimulus grant matching funds to US Department of Commerce EDA/American Recovery and Reinvestment Act ("ARRA") grant funds.
- (4) "Federal grants": In FY 09-10 FORA received two federal grants. FORA received the first grant from the US Department of Commerce EDA through its ARRA grant program to accomplish a portion of FORA's CIP transportation infrastructure. FORA received the second grant from the Department of Defense Office of Economic Adjustment to accomplish future Central Coast Veterans Cemetery infrastructure planning.
- (5) "Water Augmentation" is FORA's financial obligation for the approved water augmentation project. A portion is separate from FORA water/wastewater mitigations required under CEQA. Project financing (e.g. cash advances, debt issuance) will be accomplished by project lead agency MCWD and any partners (i.e. MRWPCA). The FORA financial contribution will be used to repay MCWD cash advances and/or assist in retiring MCWD debt and/or funding capital improvements for the system. The original CEQA obligation is reflected here. The FORA Board approved an additional "voluntary contribution" to keep MCWD capacity charges in check, which appears in the Other Costs and Contingencies line item as it is not an expense mandated by CEQA. Please refer to Section II b) "Water Augmentation".
- (6) FORA's "Storm Water Drainage System" obligation has been retired. Please refer to Section II c) "Storm Drainage System Projects".
- (7) "Habitat Management" amounts are estimates. Habitat management endowment final amount is subject to approval by US Fish and Wildlife Service and California Department of Fish & Game. Please refer to Section II d) Habitat Management Requirements".
- (8) "Other Costs & Contingencies" are subject to cash flow and are not received in actual amounts until distant out-years of the program. The FORA Board "voluntary contribution" toward the water augmentation program (in lieu of increased MCWD capacity charges) appears here as an "other cost" separate from the actual obligation toward potable water augmentation as per the BRP/EIR.
- (9) "Additional Project Costs" are potential and unknown additional basewide expenditures not included in current project cost estimates for transportation projects (e.g. contract change orders to the ESCA, street landscaping, unknown site conditions, project changes, habitat/environmental mitigation, etc.)
- (10) "Caretaker Costs" are associated with potential delays in redevelopment which represent interim capital costs associated with property maintenance prior to transfer for development. This includes costs of managing property transfer documents, legal review of rights of access and other documents during the transfer of land, illegal dumping clean up costs, funding for self-insured retention for pollution legal liability insurance, and liability insurance.
- (11) "Contingency" provides funding for jurisdictions to accommodate potential increased habitat management costs, restoration of storm drainage sites in State Parks, relocation of utilities, unknown subsurface conditions, construction cost phasing, unknown CEQA mitigations, financing costs, reimbursements for prior FORA expenses, and shortfalls in CFD revenue when inflation exceeds maximum allowed 5 percent following FORA's sunset.
- (12) "Land Sales" revenues are regularly evaluated to apply any changes in local development fees, market realities, and other factors to adjust land prices in the region.

- (13) Land Sales – Credit” is credit due specific developers who perform building removal by agreement with FORA. The value of the building removal work is subtracted from the developer’s land sale proceeds due FORA. Both “Land Sales–Credit” (a credit to the developer toward land sales due) and “Building Removal–Credit” (a credit to FORA toward its building removal program obligations) illustrate cash flow neutral transactions. FORA entered into two such agreements with 1) Marina Community Partners and 2) East Garrison Partners (“EGP”) for a total land sale credit of \$26,177,000.
- (14) “Other Revenues” applied against building removal and debt financing costs include Abrams B loan repayment of \$1,425,000 and interest payments collected from East Garrison developers.
- (15) “Projects” include building removal activities at 1) Dunes on Monterey Bay (\$46M), 2) Imjin Office (\$400K), 3) East Garrison (\$2.177M), 4) Stockade (\$2.2M), and 5) Surplus II (\$4M).

Appendix A

Protocol for Review/Reprogramming of FORA CIP

(Revision #3, March 8, 2010)

- 1.) Conduct quarterly meetings with the CIP Committee and joint committee meetings as needed with members from the FORA Administrative Committee. Staff representatives from the California Department of Transportation (“CALTRANS”), TAMC, AMBAG, and MST may be requested to participate and provide input to the joint committee.

These meetings will be the forum to review developments as they are being planned to assure accurate prioritization and timing of CIP projects to best serve the development as it is projected. FORA CIP projects will be constructed during the program, but market and budgetary realities require that projects must “queue” to current year priority status. The major criteria used to prioritize project placement are:

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

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

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

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

APPENDIX B
Community Facilities District Revenue

| Jurisdiction | 2021-22 Total | 2010-11 to 2021-22 Total | 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 (3) | \$ 48,515,000 | \$ - | \$ - | \$ 924,000 | \$ 1,386,000 | \$ 11,505,000 | \$ 4,980,000 | \$ 4,944,000 | \$ 4,944,000 | \$ 4,944,000 | \$ 4,944,000 | \$ 4,944,000 | \$ 4,990,000 | \$ - |
| Cypress Knolls (3) | \$ 6,914,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Dunes on Monterey Bay (3) | \$ 57,156,000 | \$ - | \$ - | \$ 10,858,000 | \$ 9,380,000 | \$ 13,076,000 | \$ 13,076,000 | \$ 7,809,000 | \$ 6,692,000 | \$ 2,772,000 | \$ 185,000 | \$ - | \$ - | \$ - |
| TAMC TOD (1) | \$ 9,242,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CSUMB North Campus Housing (1) | \$ 1,138,000 | \$ - | \$ - | \$ 347,000 | \$ 347,000 | \$ 347,000 | \$ 347,000 | \$ 97,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| UC 8th Street (1) | \$ 15,250,000 | \$ - | \$ - | \$ 1,525,000 | \$ 1,525,000 | \$ 1,525,000 | \$ 1,525,000 | \$ 1,525,000 | \$ 1,525,000 | \$ 1,525,000 | \$ 1,525,000 | \$ 1,525,000 | \$ 1,525,000 | \$ 1,525,000 |
| East Garrison (3) | \$ 67,921,000 | \$ - | \$ - | \$ 2,079,000 | \$ 9,889,000 | \$ 17,835,000 | \$ 20,885,000 | \$ 20,885,000 | \$ 13,584,000 | \$ 3,650,000 | \$ - | \$ - | \$ - | \$ - |
| Monterey Horse Park (1) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Monterey Horse Park (1) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| UC East Campus - SF (1) | \$ 9,242,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 3,096,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| UC East Campus - MF (1) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| UC East Campus - MF (1) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Seaside Highlands (4) | \$ 5,775,000 | \$ 46,000 | \$ - | \$ - | \$ - | \$ 416,000 | \$ 462,000 | \$ 462,000 | \$ 4,389,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Seaside Resort Housing (3) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Seaside Housing (Eastside) (1) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Seaside Affordable Housing Obligation (1) | \$ 3,326,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Workforce Housing (Army to Build) (1) | \$ 1,201,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,201,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Market Rate Housing (Army to Build) (1) | \$ 6,931,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 6,931,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Workforce Housing (Seaside) (1) | \$ 1,340,000 | \$ - | \$ - | \$ 1,340,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Del Rey Oaks (1) | \$ 31,928,000 | \$ - | \$ - | \$ 6,007,000 | \$ 13,261,000 | \$ 12,660,000 | \$ - | \$ 5,267,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Other Residential | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Existing/Replacement Residential | | | | | | | | | | | | | | |
| Preston Park (4) | \$ 6,668,000 | \$ - | \$ - | \$ - | \$ 917,000 | \$ 1,500,000 | \$ 2,070,000 | \$ 1,792,000 | \$ 389,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Cypress Knolls (3) | \$ 445,000 | \$ - | \$ - | \$ - | \$ 445,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Patton Park (3) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Abrams B (4) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Shelter Outreach Plus (4) (1) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sunbay (4) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Stillwell Kinney - WFFH (Army to Build) (1) | \$ 5,267,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Office | | | | | | | | | | | | | | |
| Del Rey Oaks Office (1) | \$ 80,000 | \$ - | \$ - | \$ 40,000 | \$ - | \$ - | \$ 40,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Monterey City Office (1) | \$ 51,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 51,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Monterey County Office | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Horse Park (1) | \$ 20,000 | \$ - | \$ - | \$ - | \$ - | \$ 10,000 | \$ 10,000 | \$ - | \$ 9,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Landfill Commercial Development (1) | \$ 26,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Intergarrison Rd Office Park (1) | \$ 254,000 | \$ - | \$ - | \$ - | \$ 51,000 | \$ 51,000 | \$ 51,000 | \$ 51,000 | \$ 50,000 | \$ 9,000 | \$ 8,000 | \$ - | \$ - | \$ - |
| East Garrison 1 Office Development (3) | \$ 14,000 | \$ - | \$ - | \$ 2,000 | \$ 5,000 | \$ 5,000 | \$ 5,000 | \$ 2,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| MST Bus Maint & Opns Facility (1) | \$ 14,000 | \$ 14,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Imjin Office Park (3) | \$ 4,000 | \$ - | \$ - | \$ - | \$ - | \$ 4,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Dunes on Monterey Bay (3) | \$ 122,000 | \$ 16,000 | \$ 16,000 | \$ 34,000 | \$ 28,000 | \$ 28,000 | \$ 16,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Airport Economic Development Area (1) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| SVMHS Development (1) | \$ 18,000 | \$ 6,000 | \$ 6,000 | \$ 6,000 | \$ 6,000 | \$ - | \$ 8,000 | \$ 8,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TAMC TOD (office/public facilities) (1) | \$ 16,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Main Gate Conference (1) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Seaside Office (Monterey Blues) (1) | \$ 24,000 | \$ - | \$ - | \$ 24,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Charwell School (1) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Monterey Peninsula Trade & Conf Cntr (1) | \$ 99,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 99,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Seaside Resort Golf Buildings (3) | \$ 4,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| UC East Campus (1) | \$ 80,000 | \$ - | \$ - | \$ 8,000 | \$ 8,000 | \$ 8,000 | \$ 8,000 | \$ 8,000 | \$ 8,000 | \$ 8,000 | \$ 8,000 | \$ 8,000 | \$ 8,000 | \$ 8,000 |
| UC Central South Campus (1) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| UC Central North & West Campuses (1) | \$ 274,000 | \$ 16,000 | \$ 16,000 | \$ 24,000 | \$ 24,000 | \$ 24,000 | \$ 24,000 | \$ 24,000 | \$ 27,000 | \$ 27,000 | \$ 27,000 | \$ 27,000 | \$ 27,000 | \$ 27,000 |
| Industrial | | | | | | | | | | | | | | |
| Airport Economic Development Area (1) | \$ 190,000 | \$ - | \$ - | \$ 11,000,000 | \$ 11,000,000 | \$ 11,000,000 | \$ 21,000,000 | \$ 21,000,000 | \$ 23,000,000 | \$ 23,000,000 | \$ 23,000,000 | \$ 23,000,000 | \$ 23,000,000 | \$ 23,000,000 |
| Industrial - City Corp. Yard (1) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TAMC TOD (1) | \$ 12,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 6,000,000 | \$ 6,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

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

APPENDIX B
Community Facilities District Revenue

| Jurisdiction | 2010-11 to 2021-22 Total | 2010-11 | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | 2020-21 | 2021-22 |
|---|--------------------------|------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|--------------|--------------|----------------|--------------|
| Dunes on Monterey Bay (3) | \$ 56,000 | | | 14,000 | 14,000 | 14,000 | 14,000 | | | | | | |
| Industrial - City Corp. Yard (1) | 87,000 | | | | | | 87,000 | | | | | | |
| Industrial - Public/Private (1) | 87,000 | | | | | | 87,000 | | | | | | |
| Monterey County Light Ind. (1) | | | | | | | | | | | | | |
| House Park (1) | 46,000 | | | | | | | | | | | | |
| Landfill Industrial Park (1) | 140,000 | 28,000 | 28,000 | 28,000 | 17,000 | 17,000 | 12,000 | | | | | | |
| MST Bus Maint & Opns Facility (1) | 41,000 | 41,000 | | | 28,000 | 28,000 | | | | | | | |
| Seaside Comp Yard Shop (1) | 9,000 | 9,000 | | | | | | | | | | | |
| UC Central N. & W. Campuses (1) | 83,000 | | 7,000 | 7,000 | 7,000 | 7,000 | 7,000 | 8,000 | 8,000 | 8,000 | 8,000 | 8,000 | 8,000 |
| Retail | | | | | | | | | | | | | |
| Del Rey Oaks Retail (1) | \$ 229,000 | \$ - | \$ 229,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| UC Central N. & W. Campuses (1) | 772,000 | | 73,000 | 73,000 | 73,000 | 73,000 | 73,000 | 80,000 | 80,000 | 80,000 | 80,000 | 80,000 | 80,000 |
| UC East Campus (1) | 596,000 | | | | | | 298,000 | | | | | 298,000 | |
| UC Eight Street (1) | 2,250,000 | | 225,000 | 225,000 | 225,000 | 225,000 | 225,000 | 225,000 | 225,000 | 225,000 | 225,000 | 225,000 | 225,000 |
| Monterey County Retail | | | | | | | | | | | | | |
| Landfill Commercial development (1) | 1,146,000 | | | | | | | | | | | | |
| East Gansson Retail (1) | 458,000 | | | | | 229,000 | 229,000 | | 401,000 | 401,000 | 344,000 | | |
| Orca Market (4) | | | | | | | | | | | | | |
| Horse Park (1) | | | | | | | | | | | | | |
| Main Gate Spa (1) | 4,817,000 | | | 1,147,000 | 1,147,000 | 1,147,000 | 1,147,000 | 1,376,000 | | | | | |
| SEA | 275,000 | | | | 275,000 | | | | | | | | |
| Main Gate Large Format Retail (1) | 1,003,000 | | | 1,003,000 | 1,003,000 | | | | | | | | |
| SEA | 3,337,000 | | | | 3,337,000 | | | | | | | | |
| Main Gate In-Line Shops (1) | | | | | 1,376,000 | | | | | | | | |
| SEA | 700,000 | | | | 700,000 | | | | | | | | |
| Main Gate Department Store Anchor (1) | | | | | | | | | | | | | |
| SEA | 92,000 | | | | 92,000 | | | | | | | | |
| Main Gate Hotel Restaurant (1) | 187,000 | | | | 187,000 | | | | | | | | |
| SEA | 2,695,000 | | | | 2,695,000 | | | | | | | | |
| Seaside Resort Golf Clubhouse (1) | | | | | | | | | | | | | |
| Dunes on Monterey Bay (3) | 860,000 | | 2,294,000 | 401,000 | | 430,000 | 430,000 | | | | | | |
| TAMC TOD (1) | | | | | | | | | | | | | |
| Hotel (rooms) (5) | | | | | | | | | | | | | |
| Del Rey Oaks Hotel (1) (454 rm) | \$ 4,678,000 | \$ - | \$ 1,072,000 | \$ 1,072,000 | \$ 2,576,000 | \$ 1,030,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| DRO | 990,000 | | | 495,000 | 495,000 | | | | | | | | |
| Del Rey Oaks Timeshare (1) (96 rm) | | | | | | | | | | | | | |
| DRO | 2,061,000 | | | | | 2,061,000 | | | | | | | |
| Horse Park (Parker Flat) Hotel (1) (200 rm) | | | | | | | | | | | | | |
| MCO | 1,030,000 | | 1,030,000 | | | | | | | | | | |
| Dunes - Limited Service (3) (100 rm) | | | | | | | | | | | | | |
| MAR | 4,122,000 | | | | | 4,122,000 | | | | | | | |
| Dunes - Full Service (3) (400 rm) | | | | | | | | | | | | | |
| MAR | 3,400,000 | | | | 3,400,000 | | | | | | | | |
| Seaside Golf Course Hotel (3) (530 rm) | | | | | | | | | | | | | |
| SEA | 1,751,000 | | | | | | | 515,000 | | | | | |
| Seaside Golf Course Timeshares (3) (170 rm) | | | | | | | | | | | | | |
| SEA | 2,576,000 | | | | | 2,576,000 | | | | | | | |
| Main Gate Hotel (1) (250 rm) | | | | | | | | | | | | | |
| SEA | 2,576,000 | | | | | | | | | | | | |
| UC East Campus (1) (250 rm) | | | | | | | | | | | | | |
| UC/MCO | 1,546,000 | | | | | | | | | | | | |
| UC Central N. & W. Campuses (1) (150 rm) | | | | | | | | | | | | | |
| UC/MAR | | | | | | | | | | | | | |
| Affordable Housing Adjustment (6) | | | | | | | | | | | | | |
| Tier 1 (300 units) | \$ (13,168,000) | \$ (2,000) | \$ (687,000) | \$ (1,194,000) | \$ (2,537,000) | \$ (2,562,000) | \$ (2,393,000) | \$ (1,824,000) | \$ (564,000) | \$ (330,000) | \$ (330,000) | \$ (491,000) | \$ (234,000) |
| Tier 2 (500 units) | (16,157,000) | (3,000) | (943,000) | (3,113,000) | (3,113,000) | (3,168,000) | (2,936,000) | (2,238,000) | (682,000) | (495,000) | (495,000) | (602,000) | (287,000) |
| Tier 3 (300 units) | (9,695,000) | (2,000) | (506,000) | (879,000) | (1,868,000) | (1,901,000) | (1,762,000) | (1,343,000) | (415,000) | (243,000) | (243,000) | (361,000) | (172,000) |
| Subtotal | \$ (39,020,000) | \$ (7,000) | \$ (2,036,000) | \$ (3,536,000) | \$ (7,518,000) | \$ (7,651,000) | \$ (7,091,000) | \$ (5,405,000) | \$ (1,671,000) | \$ (978,000) | \$ (978,000) | \$ (1,454,000) | \$ (693,000) |
| Total | \$ 286,624,000 | \$ 148,000 | \$ 14,844,000 | \$ 23,844,000 | \$ 55,595,000 | \$ 61,915,000 | \$ 59,776,000 | \$ 31,211,000 | \$ 9,636,000 | \$ 6,271,000 | \$ 6,206,000 | \$ 12,948,000 | \$ 4,230,000 |

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.

| | Assigned 2002 | Effective 7/1/02 | Index 09/10 | Effective 7/1/12 |
|--------------------------------|---------------|------------------|-------------|------------------|
| New Residential (per du) | \$ 34,324 | \$ 45,912 | 1.3% | \$ 46,205 |
| Existing Residential (per du) | 10,320 | 13,714 | 1.3% | 13,882 |
| Office & Industrial (per acre) | 4,499 | 5,978 | 1.3% | 6,056 |
| Retail (per acre) | 92,768 | 123,282 | 1.3% | 124,885 |
| Hotel (per room) | 7,653 | 10,172 | 1.3% | 10,304 |

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

APPENDIX B
Land Sale Revenue

| Jurisdiction | 2010-11 to 2021-22 Total | 2010-11 | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | 2020-21 | 2021-22 |
|----------------------------------|--------------------------|----------------|------------------|-------------------|------------------|-------------------|-------------------|----------------|----------------|----------------|---------|---------|---------|
| Retail | | | | | | | | | | | | | |
| Del Rey Oaks Retail | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| UC Central North & West Campuses | - | - | - | - | - | - | - | - | - | - | - | - | - |
| UC/MAR | - | - | - | - | - | - | - | - | - | - | - | - | - |
| UC South Campus | - | - | - | - | - | - | - | - | - | - | - | - | - |
| UC/MCO | - | - | - | - | - | - | - | - | - | - | - | - | - |
| UC East Campus | - | - | - | - | - | - | - | - | - | - | - | - | - |
| UC Eight Street | - | - | - | - | - | - | - | - | - | - | - | - | - |
| UC/MCO | - | - | - | - | - | 1,000,000 | - | - | - | - | - | - | - |
| Monterey County Retail | 2,000,000 | - | - | - | - | - | - | - | - | - | - | - | - |
| Landfill Commercial development | - | - | - | - | - | - | - | - | - | - | - | - | - |
| East Garrison I Retail | - | - | - | - | - | - | - | - | - | - | - | - | - |
| MCO | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ord Market | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Horse Park | - | - | - | - | - | - | - | - | - | - | - | - | - |
| MCO | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Main Gate | 5,054,000 | - | - | 2,527,000 | - | 2,527,000 | - | - | - | - | - | - | - |
| SEA | - | - | - | 401,000 | - | 401,000 | - | - | - | - | - | - | - |
| South of Lightfighter Dr (swap) | 802,000 | - | - | - | - | - | - | - | - | - | - | - | - |
| SEA | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Dunes on Monterey Bay | - | - | - | - | - | - | - | - | - | - | - | - | - |
| MAR | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hotel (rooms) | | | | | | | | | | | | | |
| Del Rey Oaks Hotel | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Del Rey Oaks Timeshare | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Horse Park (Parker Flat) Hotel | - | - | - | - | - | - | - | - | - | - | - | - | - |
| MCO | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Dunes - Limited Service | - | - | - | - | - | - | - | - | - | - | - | - | - |
| MAR | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Dunes - Full Service | - | - | - | - | - | - | - | - | - | - | - | - | - |
| MAR | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Seaside Golf Course Hotel | - | - | - | - | - | - | - | - | - | - | - | - | - |
| SEA | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Seaside Golf Course Timeshares | - | - | - | - | - | - | - | - | - | - | - | - | - |
| SEA | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Main Gate Hotel | - | - | - | - | - | - | - | - | - | - | - | - | - |
| SEA | - | - | - | - | - | - | - | - | - | - | - | - | - |
| UC East Campus | - | - | - | - | - | - | - | - | - | - | - | - | - |
| UC/MCO | - | - | - | - | - | - | - | - | - | - | - | - | - |
| UC Central North & West Campuses | - | - | - | - | - | - | - | - | - | - | - | - | - |
| UC/MAR | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total | 62,607,600 | 218,916 | 2,618,916 | 14,401,916 | 4,955,901 | 21,052,000 | 17,207,000 | 207,000 | 372,000 | 367,000 | - | - | - |

Note: FORA and local jurisdiction split land sales revenue 50/50 with FORA paying sales costs from its share. Actual land sales revenue may vary from that shown here and will be determined by appraisal at time of sale.

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

Appendix C

Monterey Bay Regional Water Supply Program

Background

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

Project Benefits

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

Definitions of Terms

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

Components of the Regional Project

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

Regional Project Overview Map



DEVELOPMENT FEE ALLOCATION AGAINST OBLIGATIONS OVER CIP HORIZON (10-11 - 21-22)

I. ALLOCATION OF CFD FEES AGAINST OBLIGATIONS

| | \$ | % | \$ |
|--|--------------------|----------------|---------------|
| Forecast Revenues from Developer Fees (DF) | 286,624,000 | Per Project | Per \$1 |
| <u>Cost Per Capital Projects:</u> | | | |
| 1 Transportation/Transit | 115,725,928 | 40.38% | 0.4038 |
| 2 Potable Water Augmentation | 22,545,015 | 7.87% | 0.0787 |
| 3 Storm Drainage System | - | 0.00% | 0.0000 |
| 4 Habitat Management (1) | 31,016,924 | 10.82% | 0.1082 |
| 5 Fire Rolling Stock | 464,000 | 0.16% | 0.0016 |
| 6 Other Costs & Contingency | 116,872,133 | 40.78% | 0.4078 |
| Totals | 286,624,000 | 100.00% | 1.0000 |

II. ALLOCATION TO TRANSPORTATION/TRANSIT

| Transportation Costs - FORA Share | | 115,725,928 | | |
|---|--|--------------------------|-------------------------------|---------------|
| Allocation of DF to Transportation | | \$ 0.4038 | | |
| <u>Transportation Project Obligations</u> | | <u>FORA Cost/Project</u> | <u>Allocation to Projects</u> | |
| | | \$ | % | \$ |
| Regional Highway Projects | | | | |
| R3 | Highway 1-Seaside/Sand City | 19,409,950 | 16.77% | 0.0677 |
| R10 | Hwy 1- Monterey Road Interchange | 3,170,988 | 2.74% | 0.0111 |
| R11 | Hwy 156 - Freeway Upgrade | 9,007,750 | 7.78% | 0.0314 |
| R12 | Hwy 68 Operational Improvements | 284,070 | 0.25% | 0.0010 |
| | Sub-total Regional | 31,872,758 | 27.54% | 0.1112 |
| Off-Site Improvements | | | | |
| 1 | Davis Rd n/o Blanco | 643,886 | 0.56% | 0.0022 |
| 2B | Davis Rd, s/o Blanco | 10,992,066 | 9.50% | 0.0384 |
| 4D | Widen Reservation, 4-lane to Watkins Gate | 4,319,971 | 3.73% | 0.0151 |
| 4E | Widen Reservation, Watkins Gt to Davis | 2,814,945 | 2.43% | 0.0098 |
| 8 | Crescent St. extend to Abrams | 1,151,913 | 1.00% | 0.0040 |
| | Sub-total Off-Site | 19,922,781 | 17.22% | 0.0695 |
| On-Site Improvements | | | | |
| FO2 | Abrams (Crescent to 2nd Avenue connection) | 964,727 | 0.83% | 0.0034 |
| FO5 | 8th. Street | 4,795,636 | 4.14% | 0.0167 |
| FO6 | Inter-Garrison | 3,712,241 | 3.21% | 0.0130 |
| FO7 | Gigling | 6,862,675 | 5.93% | 0.0239 |
| FO9C | General Jim Moore Blvd | 6,066,767 | 5.24% | 0.0212 |
| FO11 | Salinas Avenue | 3,858,908 | 3.33% | 0.0135 |
| FO12 | Eucalyptus Road | 5,388,584 | 4.66% | 0.0188 |
| FO13B | Eastside Rd (New alignment) | 15,719,819 | 13.58% | 0.0548 |
| EO14 | South Boundary Road upgrade | 2,798,862 | 2.42% | 0.0098 |
| | Sub-total On-Site | 50,168,220 | 43.35% | 0.1750 |
| | Total Transportation | 101,963,759 | 88.11% | 0.3557 |
| Transit Capital Obligations | | | | |
| T3 | Transit Vehicle Purchase & Replacement | 7,682,625 | 6.64% | 0.0268 |
| T22 | Intermodal Centers | 6,079,544 | 5.25% | 0.0212 |
| | Total Transit | 13,762,169 | 11.89% | 0.0480 |
| | Grand Totals | 115,725,928 | 100.00% | 0.4038 |

Notes:

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

TABLE 5