



FORT ORD REUSE AUTHORITY

REGULAR MEETING

FORT ORD REUSE AUTHORITY (FORA) ADMINISTRATIVE COMMITTEE

Wednesday, April 12, 2017 at 8:30 a.m.

920 2nd Avenue, Suite A, Marina, CA 93933 (FORA Conference Room)

AGENDA

1. CALL TO ORDER/ESTABLISHMENT OF QUORUM

2. PLEDGE OF ALLEGIANCE

3. ACKNOWLEDGEMENTS, ANNOUNCEMENTS, AND CORRESPONDENCE

4. PUBLIC COMMENT PERIOD

Members of the public wishing to address the Committee on matters within its jurisdiction, but not on this agenda, may do so for up to 3 minutes and will not receive Committee action. Whenever possible, written correspondence should be submitted to the Committee in advance of the meeting, to provide adequate time for its consideration.

5. APPROVAL OF MEETING MINUTES

ACTION

- a. March 29, 2017 Meeting Minutes

6. April 7, 2017 BOARD MEETING AGENDA FOLLOW-UP

INFORMATION

7. BUSINESS ITEMS

INFORMATION/ACTION

Business items are for Committee discussion, debate, direction to staff, and/or action. Comments from the public are not to exceed 3 minutes or as otherwise determined by the Chair.

- a. 2017 FORA Fee Reallocation Study
- b. FY 2017/18 Capital Improvement Program Budget
- c. MCWD Request for Groundwater Sustainability Agency support from FORA

8. ITEMS FROM MEMBERS

INFORMATION

Receive communication from Committee members as it pertains to future agenda items.

9. ADJOURNMENT

NEXT MEETING: Wednesday, May 3, 2017



FORT ORD REUSE AUTHORITY
ADMINISTRATIVE COMMITTEE REGULAR MEETING MINUTES
8:30 a.m., Wednesday, March 29, 2017 | FORA Conference Room
920 2nd Avenue, Suite A, Marina, CA 93933

1. CALL TO ORDER

Co-Chair, Craig Malin called the meeting to order at 8:30 a.m.

The following members were present:

AR = After Roll Call; * = voting member

Layne Long* (City of Marina)
Craig Malin* (City of Seaside)
Elizabeth Caraker (City of Monterey)
Nick Nichols* (Monterey County)
Anya Spear (CSUMB)
Steve Matarazzo (UCMBEST)

Michelle Overmeyer (MST)
Vicki Nakamura (MPC)
Patrick Breen (MCWD)
Bill Collins (BRAC)

2. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Craig Malin

3. ACKNOWLEDGEMENTS, ANNOUNCEMENTS AND CORRESPONDENCE

Mr. Houlemard announced that public comment letters were received and sent to the Board regarding the Cal-Am Slant Well.

4. PUBLIC COMMENT PERIOD

Members of the public wishing to address the Administrative Committee on matters within its jurisdiction, but not on this agenda, may do so for up to 3 minutes.

There were no verbal comments received from the public.

5. APPROVAL OF MEETING MINUTES

ACTION

a. March 15, 2017 Regular Meeting Minutes

MOTION: *On motion by Committee member Long and second by Committee member Nichols and carried by the following vote, the Administrative Committee moved to approve the regular meeting minutes for March 15, 2017.*

MOTION PASSED UNANIMOUSLY

6. April 7, 2017 FORA BOARD MEETING AGENDA REVIEW INFORMATION

Mr. Houlemard provided an overview of the agenda items for the April 7, 2017 Board meeting. There were no questions or comments from the Committee or public.

7. BUSINESS ITEMS INFORMATION

a. 2017 FORA Fee Reallocation Study

Peter Said, Project Manager, presented the item with consultant, Kimley-Horn. The forecasts for residential and non-developments were reviewed for fiscal year 2016/17; as well as, the FORA Area and Traffic Analysis Zone maps. Staff responded to questions, corrections and comments from the Committee and public. Mr. Said indicated the next steps would include completion of the secondary analysis and determination of the fee distribution.

b. Capital Improvement Program Draft Tables

Mr. Said presented the draft community facilities district revenue and the draft land sales revenue tables; as well as the fiscal year 2017/18 through Post-FORA development forecasts for residential annual land use construction (dwelling units), non-residential annual land use construction (building square feet or hotel rooms per year), forecast by acre and the property tax estimate. Staff responded to questions and comments from the Committee and public.

c. Base Reuse Plan Post-Reassessment Category I Report

Jonathan Brinkmann, Principal Planner and Mary Israel, Associate Planner presented the item. Staff responded to questions and comments from the Committee and public.

These items were information only, no action was taken by the Committee.

8. ITEMS FROM MEMBERS

There were no items reported from members.

9. ADJOURNMENT at 9:57 a.m.



FORT ORD REUSE AUTHORITY

920 2nd Avenue, Suite A, Marina, CA 93933

Phone: (831) 883-3672 | Fax: (831) 883-3675 | www.fora.org

MEMORANDUM

TO: Administrative Committee
FROM: Peter Said, Project Manager
RE: TAMC 2017 Fee-Reallocation Study
DATE: April 7, 2017

Recommendation

FORA staff recommends the Administrative Committee approve Option B for use as the updated Capital Improvement Program (CIP) transportation baseline because it aligns with existing Board direction and best fits current budgetary resources.

Background

During the preparation of the 1997 Base Reuse Plan (BRP) and 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's transportation network.

When the Board adopted the BRP and the accompanying FEIR, the transportation and transit obligations as defined by the 1997 Fort Ord Regional Transportation Study were also adopted as mitigations to traffic impacts resulting from BRP development. The Study established a total obligation for each improvement and assigned a "share" of the obligation to FORA and the remaining share to the Interested Area (i.e. the Jurisdictions) or another Public Agency (i.e. Cal-Trans). The FORA Board subsequently included the Transportation/Transit elements (obligation) as CFD-funded improvements in annual CIPs.

In 2004, TAMC re-evaluated the Regional Transportation Plan (RTP) and related fee allocations. TAMC completed the re-evaluation by working with the Association of Monterey Bay Area Governments (AMBAG) to determine key inputs such as population estimates.

TAMC's recommendations were enumerated in the "2005 FORA Fee Reallocation Study" dated April 8, 2005; the date corresponds to when 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.

The "2005 FORA Fee Reallocation Study" resulted in a refined list of FORA transportation obligations emphasizing a 'fund local projects first' synchronous with the TAMC RTP reallocation option. In 2016, TAMC began the re-evaluation of the Fort Ord transportation network using the Regional Travel Demand Model (RTDM) and related fee allocations. The study is meant as a technical update for existing capital improvement programs.

Discussion

TAMC worked with their consultant Kimley Horn and AMBAG to validate the RTDM. This study included a number of technical updates including:

- More detailed population assumptions (provided by AMBAG)
- More detailed development assumptions from the jurisdictions (provided by FORA, and others)
- Updated existing traffic counts (provided by TAMC)
- Updated Department of Transportation methods (provided by the State)

In 2016, FORA staff provided TAMC the most recent development forecasts provided by the jurisdictions. Due to the complexity of the model work, the study ran over schedule.

In March, the Administrative Committee reviewed and verified FORA's portion of the updated assumptions in the model: the development forecast projections. Minor changes in the material were made, identifying new development area nomenclature, updated development numbers, and forecast dates.

Since then, TAMC and Kimley Horn have developed the engineering basis for the re-allocation amounts. Just as in previous studies, they have provided multiple re-allocation options. TAMC and Kimley Horn present two options.

Option A is a nexus study and presents an updated Fort Ord share/percentage for each transportation improvement in the CIP. The percentage is adjusted in respect to the dollar cap on the transportation obligation set forth in the FORA-jurisdiction(s) Implementation Agreements.

Option B follows the 'fund local projects first' approach previously adopted by the 2005 FORA Fee Reallocation Study. This option assigns 100% of the construction cost to the local (On-Site, and some Off-Site) improvements, and then assigns a respective share to the remaining regional improvements.

TAMC and Kimley Horn are currently performing a secondary validation of the engineering basis and expect the final percentages to be similar to the initial analysis. There may be minor changes to the final percentage shares after the secondary validation is complete.

Recommendation

FORA Staff recommends the Administrative Committee approve Option B for use as the updated Capital Improvement Program (CIP) transportation baseline because it aligns with existing Board direction and best fits current budgetary resources.

Option Comparison: DRAFT - 04-03-17

Total Transportation Obligation (Fixed by Implementation Agreement, Indexed to 2016 Dollars) - **\$114,195,961.00**

Project No.	Description	BRP Designation	2016-2017 FORA CIP	Option A: Cap Adjusted Nexus	Option B: Local First Distribution
	Option Totals		\$ 106,904,495.00	114,195,961	114,195,961
In-Progress Obligations / Fixed Amount			\$ 14,028,367	\$ 6,636,280	\$ 14,349,922
2B	Davis Rd s/o Blanco	Off-Site	\$ 12,447,987.00	\$ 5,888,663	\$ 12,733,317
FO9C	GJM Blvd-to 218	On-Site	\$ 1,059,490.00	\$ 501,204	\$ 1,083,775
FO12	Eucalyptus Rd	On-Site	\$ 520,890.00	\$ 246,413	\$ 532,830
Local Improvements			\$ 46,423,123	\$ 17,199,238	\$ 46,854,794
8	Crescent Ave extend to Abrams	Off-Site	\$ 1,359,239.00	\$ 403,668	\$ 399,956
FO2	Abrams	On-Site	\$ 1,138,362.00	\$ 478,131	\$ 1,044,326
FO5	8th Street	On-Site	\$ 5,392,321.00	\$ 2,759,521	\$ 5,967,035
FO6	Intergarrison	On-Site	\$ 4,380,385.00	\$ 2,654,482	\$ 5,857,044
FO7	Gigling	On-Site	\$ 8,097,846.00	\$ 3,347,559	\$ 7,868,017
FO11	Salinas Ave	On-Site	\$ 4,553,449.00	\$ 927,283	\$ 4,177,304
FO13B	Eastside Pkwy (New alignment)	On-Site	\$ 18,198,908.00	\$ 5,643,508	\$ 17,236,167
FO14	S Boundary Road Upgrade	On-Site	\$ 3,302,613.00	\$ 985,085	\$ 3,457,944
FO20	2nd Ave Extention	Off-Site	\$ -	\$ -	\$ 847,000
Regional Improvements			\$ 46,453,004	\$ 90,360,444	\$ 52,991,245
R3	Hwy 1-Seaside Sand City	Regional	\$ 22,903,427.00	\$ 28,612,550	\$ 22,538,880
R10	Hwy 1-Monterey Rd. Interchange	Regional	\$ 3,741,714.00	\$ 4,056,242	\$ 2,481,708
R11	Hwy 156-Freeway Upgrade	Regional	\$ 10,629,001.00	\$ 46,847,010	\$ 19,428,039
R12	Hwy 68 Operational Improvements	Regional	\$ -	-	\$ -
1	Davis Rd n/o Blanco	Off-Site	\$ 759,776.00	\$ 925,624	\$ 729,139
4D	Widen Reservation-4 lanes to WG	Off-Site	\$ 5,097,496.00	\$ 6,421,928	\$ 5,058,726
4E	Widen Reservation, WG to Davis	Off-Site	\$ 3,321,590.00	\$ 3,497,089	\$ 2,754,752

Option A - Nexus, Adjusted to Implementation Agreement Cap - DRAFT 04-03-17

Total Transportation Obligation (Fixed by Implementation Agreement, Indexed to 2016 Dollars)							TOTAL	\$ 114,195,961
Proj	Description	BRP Designation	% New Trips	2016 Indexed Construction Estimate	Nexus	% of Total	Cap Adjusted Nexus	
-	-		A	B	D= [A x B]	D/E	114,195,961	
In-Progress Obligations / Fixed Amount								
2B	Davis Rd s/o Blanco	Off-Site	100.0%	\$ 12,733,317	\$ 12,733,316.71	5.2%	\$ 5,888,663	
FO9C	GJM Blvd-to 218	On-Site	100.0%	\$ 1,083,775	\$ 1,083,774.94	0.4%	\$ 501,204	
FO12	Eucalyptus Rd	On-Site	100.0%	\$ 532,830	\$ 532,830.00	0.2%	\$ 246,413	
Local Improvements								
8	Crescent Ave extend to Abrams	Off-Site	70.0%	\$ 1,246,956.41	\$ 872,869	0.4%	\$ 403,668	
FO2	Abrams	On-Site	99.0%	\$ 1,044,326.06	\$ 1,033,883	0.4%	\$ 478,131	
FO5	8th Street	On-Site	100.0%	\$ 5,967,035.40	\$ 5,967,035	2.4%	\$ 2,759,521	
FO6	Intergarrison	On-Site	98.0%	\$ 5,857,043.97	\$ 5,739,903	2.3%	\$ 2,654,482	
FO7	Gigling	On-Site	92.0%	\$ 7,868,017.39	\$ 7,238,576	2.9%	\$ 3,347,559	
FO11	Salinas Ave	On-Site	48.0%	\$ 4,177,304.25	\$ 2,005,106	0.8%	\$ 927,283	
FO13B	Eastside Pkwy (New alignment)	On-Site	70.8%	\$ 17,236,166.74	\$ 12,203,206	4.9%	\$ 5,643,508	
FO14	S Boundary Road Upgrade	On-Site	61.6%	\$ 3,457,943.76	\$ 2,130,093	0.9%	\$ 985,085	
10	2nd Ave Extention	Off-Site						
Regional Improvements								
R3	Hwy 1-Seaside Sand City	Regional	100.0%	\$ 61,870,182.77	\$ 61,870,183	25.1%	\$ 28,612,550	
R10	Hwy 1-Monterey Rd. Interchange	Regional	33.4%	\$ 26,260,455.35	\$ 8,770,992	3.6%	\$ 4,056,242	
R11	Hwy 156-Freeway Upgrade	Regional	37.4%	\$ 270,853,911.23	\$ 101,299,363	41.0%	\$ 46,847,010	
R12	Hwy 68 Operational Improvements	Regional	3.3%	\$ -	\$ -	-	-	
1	Davis Rd n/o Blanco	Off-Site	46.2%	\$ 4,332,287.69	\$ 2,001,517	0.8%	\$ 925,624	
4D	Widen Reservation-4 lanes to WG	Off-Site	100.0%	\$ 13,886,418.80	\$ 13,886,419	5.6%	\$ 6,421,928	
4E	Widen Reservation, WG to Davis	Off-Site	100.0%	\$ 7,561,911.23	\$ 7,561,911	3.1%	\$ 3,497,089	
E = Nexus Sub-Total					\$ 246,930,978			
OPTION A TOTAL							\$ (114,195,961)	

Option B - Local First (New, Local Improvements receive 100% funding) - DRAFT 04-03-17

Total Transportation Obligation (Fixed by Implementation Agreement, Indexed to 2016 Dollars)								TOTAL	\$ 114,195,961
Proj	Description	BRP Designation	% New Trips	Attributal cost (to new traffic)	2016 Indexed Construction Estimate	Fee Basis	% Obligation	2017 \$ Obligation	
-	-		A	B	C	D= [A x B x C]	E	[D x E]	
In-Progress Obligations / Fixed Amount									
2B	Davis Rd s/o Blanco	Off-Site	100%	-	\$ 12,733,317	\$ 12,733,317	100%	\$ 12,733,317	
FO9C	GJM Blvd to 218	On-Site	100%	-	\$ 1,083,775	\$ 1,083,775	100%	\$ 1,083,775	
FO12	Eucalyptus Rd	On-Site	100%	-	\$ 532,830	\$ 532,830	100%	\$ 532,830	
Local Improvements									
8	Crescent Ave extend to Abrams	Off-Site	100%	100%	\$ 1,246,956.41	\$ 1,246,956	100%	\$ 399,956	
FO2	Abrams	On-Site	100%	100%	\$ 1,044,326.06	\$ 1,044,326	100%	\$ 1,044,326	
FO5	8th Street	On-Site	100%	100%	\$ 5,967,035.40	\$ 5,967,035	100%	\$ 5,967,035	
FO6	Intergarrison	On-Site	100%	100%	\$ 5,857,043.97	\$ 5,857,044	100%	\$ 5,857,044	
FO7	Gigling	On-Site	100%	100%	\$ 7,868,017.39	\$ 7,868,017	100%	\$ 7,868,017	
FO11	Salinas Ave	On-Site	100%	100%	\$ 4,177,304.25	\$ 4,177,304	100%	\$ 4,177,304	
FO13B	Eastside Pkwy (New alignment)	On-Site	100%	100%	\$ 17,236,166.74	\$ 17,236,167	100%	\$ 17,236,167	
FO14	S Boundary Road Upgrade	On-Site	100%	100%	\$ 3,457,943.76	\$ 3,457,944	100%	\$ 3,457,944	
10	2nd Ave Extension	Off-Site	100%	100%	\$ -	\$ -	0%	\$ 847,000	
Sub-Total of Local Improvements and In-Progress Obligations								Sub-Total	\$ (61,204,716)
<i>Total Transportation Obligation - (Less Local Improvements + In-Progress Obligations)</i>								<i>Remainder</i>	\$ 52,991,245
Regional Improvements									
Proj	Description		% New Trips	Attributal cost	2016 Indexed Construction Estimate	Fee Basis	% of Remaining Obligation	2017 \$ Obligation	
			A	B	C	D = [A x B x C]	F = D / E	F x Remainder [F x \$52,991,245]	
R3	Hwy 1-Seaside Sand City	Regional	100.0%	100.0%	\$ 61,870,182.77	\$ 61,870,183	42.5%	\$ 22,538,880	
R10	Hwy 1-Monterey Rd. Interchange	Regional	33.4%	77.7%	\$ 26,260,455.35	\$ 6,812,393	4.7%	\$ 2,481,708	
R11	Hwy 156-Freeway Upgrade	Regional	37.4%	52.6%	\$ 270,853,911.23	\$ 53,330,792	36.7%	\$ 19,428,039	
R12	Hwy 68 Operational Improvements	Regional	3.3%	67.4%	\$ -	\$ -		\$ -	
1	Davis Rd n/o Blanco	Off-Site	46.2%	100.0%	\$ 4,332,287.69	\$ 2,001,517	1.4%	\$ 729,139	
4D	Widen Reservation-4 lanes to WG	Off-Site	100.0%	100.0%	\$ 13,886,418.80	\$ 13,886,419	9.5%	\$ 5,058,726	
4E	Widen Reservation, WG to Davis	Off-Site	100.0%	100.0%	\$ 7,561,911.23	\$ 7,561,911	5.2%	\$ 2,754,752	
						\$ 145,463,215	E= Fee Basis Sub-Total		
Sub-Total of Regional Improvements								Sub-Total	\$ (52,991,245)
OPTION B TOTAL									\$ (114,195,961)



Memorandum

To: Board of Directors
From: Michael Zeller, Principal Transportation Planner
Meeting Date: April 26, 2017
Subject: 2017 FORA Fee Study Technical Report

RECOMMENDED ACTION:

APPROVE the technical report recommending updated projects and fee allocation scenarios to be sent to the Fort Ord Reuse Authority for incorporation into the 2017 FORA Fee Reallocation Study Update.

SUMMARY:

The Fort Ord Reuse Authority has requested a coordinated work effort with the Transportation Agency to review, analyze, and adjust the transportation obligations defined in the Base Reuse Plan as part of a 2017 Fee Reallocation Study Update. The technical report provides recommendations for updating the project list in the Fort Ord Reuse Authority Capital Improvement Program and scenarios for the distribution of fee revenues. FORA will consider the recommended transportation projects and fee allocation scenarios as part of its consideration of updated FORA Community Facilities District fees.

FINANCIAL IMPACT:

The FORA Fee Reallocation Study Update is budgeted at \$127,000, of which \$52,000 will pay for TAMC staff time to manage the project and \$74,998 will pay for consultant costs. The Board approved cooperative agreement obligates FORA to reimburse the Agency for all expenses.

DISCUSSION:

The 2014 FORA Capital Improvement Program Review – Phase III report acknowledges the need to revisit the 2005 FORA Fee Reallocation Study to assess the validity of the transportation obligations required by the Fort Ord Base Reuse Plan. This prompted the Fort Ord Reuse Authority to request a coordinated work effort with the Transportation Agency for the purposes of reviewing, analyzing, and adjusting the fiscal and physical transportation network obligations defined in the Base Reuse Plan as appropriate. As part of this combined effort, the Transportation Agency has agreed to assume project management of the FORA Fee Reallocation Update.

After a competitive bidding process, Kimley-Horn was selected to conduct the technical analysis for the fee reallocation study.

This work included reviewing and updating the land use assumptions in the FORA area that may have changed since the initial 2005 fee study; re-validating the Association of Monterey Bay Area Government's Regional Travel Demand Model to ensure that the results of the modeling are accurate within a range as required by Caltrans; reviewing and modifying the future

transportation network assumptions to cover three scenarios - No Build, Build Current Capital Improvement Program, and Build Alternative Capital Improvement Program; performing a deficiency analysis to identify future roadway impacts from proposed developments within FORA; and finally, re-allocating the fee based on the results of the deficiency analysis.

During this process, Agency staff, FORA staff, and Kimley-Horn also provided numerous presentations to the Fort Ord Reuse Authority's Administrative Committee, which is comprised of the Authority's member jurisdictions as well as transportation agencies and educational institutions that operate within FORA. Additional outreach was conducted with the Cities of Marina and Seaside to discuss potential alterations to the projects contained in FORA's Capital Improvement Program based on the results of this study. The comments and feedback received from the Committee have been incorporated into the report.

The results of the No Build scenario shows that by 2035 if TAMC and FORA do not build the Regional Transportation Plan (RTP) and FORA Capital Improvement Program (CIP) transportation projects, seven of the existing roadways in the current FORA project list would operate at deficient (LOS E or F) levels. If TAMC and FORA complete the RTP and FORA CIP transportation projects, roadways would operate at acceptable levels of service (LOS D or better). However, due to costs and other constraints of widening Highway 1 between Fremont Boulevard and Del Monte, a Build Alternative CIP was also considered that includes enhanced transit service as a potential improvement option along with widening Highway 1. Conceptual transit improvements analyzed included Bus-On-Shoulder operations along Highway 1 and enhanced transit service along

corridors which carry traffic that would otherwise be accommodated by Highway 1 widening. This analysis shows that the FORA CIP projects provide sufficient improvement to the roadway network to address future growth-related transportation deficiencies.

Based on these findings, Agency staff recommends confirming the Build Alternative CIP transportation network as the same as the Build 2015 CIP transportation network with the following changes:

- Broaden the description of “regional” project R3a widening Highway 1 between Fremont Boulevard and Del Monte Boulevard to include adding new enhanced transit improvements and service (Bus on Shoulder or Monterey Branch Line Bus Rapid Transit, and Local Monterey-Salinas Transit Service), and improvements to the Highway 1 – Fremont Boulevard Interchange in Seaside; and
- At the request of the City of Marina, include the FORA-Marina Reimbursement Agreement 'Completion' Project (2nd Avenue Extension) in the FORA CIP, redistributing funds amongst the Marina projects.

It is further recommended that the cost reallocation included within this document as Exhibit 25 be used as the starting point for updating the FORA CIP obligations, recognizing that it is likely that further adjustments will be necessary based on Fort Ord Resue Authority and local jurisdiction direction. Since the FORA Community Facilities District fee is a Mello-Roos tax, the FORA Board has discretion in assigning the fee revenues to the transportation projects. Previously, the FORA Board policy has been to fund the "on-site" projects at 100% and distribute the remainder of the funding among the "regional" and "off-site" projects.

ATTACHMENTS:

- [2017 FORA Fee Reallocation Study - Deficiency Analysis](#)

Exhibit 1 - Development Forecasts FORA 2016/17 CIP: Residential (1)

Land Use Location & Description	TAZ	Future Units
NEW RESIDENTIAL		
<u>Marina</u>		
Marina Heights	839, 855, 870, 848	1,050
The Promontory	826	0
Dunes	788, 790, 791, 815, 821	970
TAMC	788	200
Marina Subtotal		2,220
<u>Seaside</u>		
Seaside Highlands (1)	765	0
Seaside Resort	762	125
Seaside	771, 801	995
Seaside Subtotal		1,120
<u>Other</u>		
UC	801	240
Del Rey Oaks	1782	691
East Garrison	1035, 1039, 1042, 1052, 1065, 1068, 1070	1,151
Other Subtotal		2,082
TOTAL NEW RESIDENTIAL		5,422
Existing/Replacement Residential		
Preston Park (Entitled)	853	0
Seahaven (Planned)	813	400
Abrams B (Entitled)	853	0
MOCO Housing Authority (Entitled)	815	0
Shelter Outreach Plus (Entitled)	815	0
VTC (Entitled)	815	0
Interim Inc (Entitled)	815	0
Sunbay (Entitled)	769	0
Bayview (Entitled)	769	0
Seaside Highlands (Entitled)	761	0
TOTAL EXISTING/REPLACE		400
CSUMB (Planned)		492
TOTAL RESIDENTIAL UNITS		6,314

(1) Land use information based on FORA 2016/17 CIP with updates based on agency input.

Exhibit 2 - Development Forecasts FORA 2016/17 CIP: Non-Residential (1)

Land Use Location & Description	TAZ	Future Square Footage	Future Employees
NON-RESIDENTIAL			
<u>Office</u>			
Del Rey Oaks	1782	400,000	1,143
Monetary	1782	721,524	2,061
East Garrison	1052	34,000	97
Imjin Office Park	789		0
Dunes	788, 790, 791, 815, 821	349,000	997
Seahaven	813	16,000	46
Interim Inc.	815	0	0
Marina CY	899	177,000	506
TAMC	791	40,000	114
Seaside	1803	202,000	577
UC	980	680,000	1,943
<u>Industrial</u>			
Monterey	1782	216,275	216
Marina CY	899	0	0
Dunes	788, 790, 791, 815, 821	0	0
Seahaven	813	6,000	6
Marina Airport	899	0	0
TAMC	791	35,000	35
Seaside	1803	125,320	125
UC	980	100,000	100
<u>Retail</u>			
Del Rey Oaks	1782	5,000	9
East Garrison	1052	40,000	73
Seahaven	813	0	0
Dunes	788, 790, 791, 815, 821	175,600	319
TAMC	791	75,000	136
Seaside Resort	762	16,300	30
Seaside	1803	1,666,500	3,030
UC	980	310,000	564
		5,390,519	12,128

Land Use Location & Description	TAZ	Future Hotel Rooms
HOTEL ROOMS		
<u>Hotel Rooms</u>		
Del Rey Oaks	1782	550
Dunes	790	0
Dunes	789	310
Seaside Resort	762	330
Seaside Resort TS	762	170
Seaside	1803	660
UC	980	0
		2,020

2017-2018 OBLIGATORY PROJECT OFFSETS AND REMAINING OBLIGATIONS

PROJECT #	PROJECT TITLE	PROJECT LIMITS / DESCRIPTION	TAMC Reallocation Study 2005			TAMC Reallocation Study 2017			FORA Offsets 2005-2017	Remaining Obligation	Obligation Indexed by CCI	% Complete
			TOTAL COST	%	FORA PORTION	TOTAL COST	%	FORA PORTION				
REGIONAL IMPROVEMENTS												
R3	Hwy 1-Seaside Sand City	Hwy 1 Traffic Relief	\$ 45,000,000	34.0%	\$ 15,282,245	\$ 61,870,183	36%	\$ 22,538,880	\$ -	\$ 22,538,880	23,426,707	0%
R10	Hwy 1-Monterey Rd. Interchange	Hwy 1 Traffic Relief @ Monterey Rd. Interchange	19,100,000	13.1%	2,496,648	6,812,393	36%	2,481,708	-	2,481,708	2,579,464	0%
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	3.6%	7,092,169	53,330,792	36%	19,428,039	-	19,428,039	20,193,327	0%
SUB-TOTAL - REGIONAL IMPROVEMENTS			\$ 261,100,000		\$ 24,871,062	\$ 122,013,368		\$ 44,448,628	\$ -	\$ 44,448,628	\$ 46,199,498	
OFF-SITE IMPROVEMENTS												
1	Davis Rd n/o Blanco	Davis-Blanco Intersection Improvments & Roadway Widening	\$ 3,151,000	16.1%	\$ 506,958	\$ 2,001,517	36%	\$ 729,139	\$ -	\$ 729,139	757,860	0%
2B	Davis Rd s/o Blanco	Widen to 4 lanes from Blanco to Reservation; Build 4 lane bridge over Salinas River	22,555,000	41.0%	9,242,411	12,733,317	F	12,733,317	537,203	12,196,114	12,676,529	4%
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	37.8%	3,813,916	13,886,419	36%	5,058,726	476,584	4,582,142	4,762,637	9%
4E	Widen Reservation, WG to Davis	Widen to 4 lanes from Watkins Gate to Davis Rd	5,500,000	40.3%	2,216,321	7,561,911	36%	2,754,752	-	2,754,752	2,863,264	0%
8	Crescent Ave extend to Abrams	Extend existing Crescent Court Southerly to join proposed Abrams Dr (FO2)	906,948	100%	906,948	399,956	100%	399,956	-	399,956	415,711	0%
FO20	2nd Ave Extention	Connection between Del Monte and Intersection at Imjin/2nd Ave	-		-	847,000	100%	847,000	-	847,000	880,364	0%
SUB-TOTAL - OFF-SITE IMPROVEMENTS			\$ 42,212,948		\$ 16,686,554	\$ 37,430,120		\$ 22,522,890	\$ 1,013,787	\$ 21,509,103	\$ 22,356,365	
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	\$ 1	\$ 759,569	\$ 1,044,326	100%	\$ 1,044,326	\$ -	\$ 1,044,326	1,085,463	0%
FO5	8th Street	Upgrade/construct new 2-lane arterial from 2 nd Ave to Intergarrison Rd	4,340,000	100%	4,340,000	5,967,035	100%	5,967,035	1,018,890	4,948,145	5,143,057	17%
FO6	Intergarrison	Upgrade to a 4-lane arterial from Eastside Rd to Reservation	4,260,000	100%	4,260,000	5,857,044	100%	5,857,044	1,559,469	4,297,575	4,466,860	27%
FO7	Gigling	Upgrade/Construct new 4-lane arterial from General Jim Moore Blvd easterly to Eastside Rd	5,722,640	100%	5,722,640	7,868,017	100%	7,868,017	353,510	7,514,507	7,810,510	4%
FO9C	GJM Blvd-s/o Coe to S Boundary	Widen from 2 to 4 lanes from s/o Coe to South Boundary Rd	24,065,000	100%	24,065,000	1,083,775	F	1,083,775		1,083,775	1,126,466	0%
FO11	Salinas Ave	Construct new 2 lane arterial from Reservation Rd southerly to Abrams Dr	3,038,276	100%	3,038,276	4,177,304	100%	4,177,304	-	4,177,304	4,341,852	0%
FO12	Eucalyptus Rd	Upgrade to 2 lane collector from General Jim Moore Blvd to Eastside Rd to Parker Flats cut-off	5,800,000	100%	5,800,000	532,830	F	532,830	-	532,830	553,819	0%
FO13B	Eastside Pkwy (New alignment)	Construct new 2 lane arterial from Eucalyptus Rd to Parker Flats cut-off to Schoonover Dr	12,536,370	100%	12,536,370	17,236,167	100%	17,236,167	510,000	16,726,167	17,385,025	3%
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	100%	2,515,064	3,457,944	100%	3,457,944	338,986	3,118,959	3,241,817	10%
SUB-TOTAL - ON-SITE IMPROVEMENTS			\$ 63,036,919		\$ 63,036,919	\$ 47,224,442		\$ 47,224,442	\$ 3,780,855	\$ 43,443,588	\$ 45,154,869	
TRANSPORATION TOTALS			\$ 366,349,867		\$ 104,594,535	\$ 206,667,930		\$ 114,195,960	\$ 4,794,642	\$ 109,401,318	\$ 113,710,732	
Transit Capital Improvements												
T3	Transit Vehicle Purchase/Replace	15 busses	\$ 15,000,000	42%	\$ 6,298,254	\$ 6,298,254	100%	\$ 6,298,254	\$ -	\$ 6,298,254	6,546,347	0%
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	126%	4,786,673	4,786,673	100%	4,786,673	1,000,000	\$ 3,786,673	3,935,833	21%
SUB-TOTAL - TRANSIT			\$ 18,800,000		\$ 11,084,926	\$ 11,084,926		\$ 11,084,926	\$ 1,000,000	\$ 10,084,926	\$ 10,482,181	
TRANSPORTATION / TRANSIT - TOTALS								\$ 125,280,886	\$ 5,794,642	\$ 119,486,245	\$ 124,192,912	4.5%

TABLE 1A

2017-2018 OBLIGATORY PROJECT OFFSETS,REMAINING OBLIGATIONS AND COMPLETED PROJECTS

PROJECT #		PROJECT TITLE	PROJECT LIMITS / DESCRIPTION	FORA BUDGET	TOTAL OFFSETS	REMAING OBLIGATION	OBLIGATION INDEXED BY CCI	% COMPLETE
				To Date				
TRANSPORTATION / TRANSIT OBLIGATION - TOTALS				\$ 125,280,886	\$ 5,794,642	\$ 119,486,245	\$ 124,192,912	4.5%
Building Removal								
FORA Remaining Building Removal Obligations				FOR BUDGET	TOTAL OFFSET	REMAINING	INDEXED	% Complete
S201	Seaside Surplus II	Hazardous material identification and removal, building removal, and site restoration		5,499,572	166,371	5,333,201	5,543,280	3%
S202	Marina Stockade	Hazardous material identification and removal, building removal, and site restoration		2,200,000	16,278	2,183,722	2,269,741	1%
TOTAL CUMMULATIVE BUILDING REMOVAL TO DATE				7,699,572	182,649	7,516,923	7,813,021	2%
Water Augmentation								
FORA Water Augmentation, BRP required CEQA Mitigations				FOR BUDGET	TOTAL OFFSET	REMAINING	INDEXED	% Complete
WA01	Pipeline' Reimbursement	MCWD Recycled Water 'Pipeline' Reimbursement (Reimbursement Agreement)		6,000,000	890,140	5,109,860	5,311,142	15%
WA02	Secondary Component	Secondary Component (Identification, Planning, Implementation)		157,000	-	157,000	163,184	0%
WA00	General	CEQA mitigations		18,115,615	561,780	17,553,835	18,245,296	3%
TOTAL CUMULATIVE OFFSETS AGAINST WATER AUGMENTATION PROJECTS TO DATE				24,272,615	1,451,920	22,820,695	23,719,622	6%
Habitat Mitigations								
FORA Habitat Managemnet and Conservation, BRP required CEQA Mitigations				FOR BUDGET	TOTAL OFFSET	REMAINING	INDEXED	% Complete
	Joint Powers Authority Set Aside	30.2% CFD Set Aside		42,799,493	11,385,440	31,414,053	32,651,480	27%
TOTAL CUMULATIVE OFFSETS AGAINST WATER AUGMENTATION PROJECTS TO DATE				42,799,493	11,385,440	31,414,053	32,651,480	27%
Completed Capital Improvements								
FORA offsets against transportation/transit network obligations per 1995 & 2005 TAMC Study. Funded by EDA grant funds, state and local matching funds, revenue bond proceeds, development fees.				FOR BUDGET	TOTAL OFFSET	REMAINING	INDEXED	% Complete
FO9	General Jim Moore Blvd	Improvements to No.-So. Rd, GJMB Phase 1-1V, Utility and Landscaping		\$ 24,065,000	\$ 30,812,841	-	-	100%
FO3	Imjin Parkway	12th St. Improvements, Utilities, and Imjin Parkway Construction		7,952,000	8,247,818	-	-	100%
FO8	2nd Ave	2nd Ave. Roadway Improvements from Lightfighter to Imjin, Utlities		5,605,525	5,605,525	-	-	100%
FO10	California Ave.	California Ave. Roadway Improvements, and Utilities.		2,029,295	2,227,906	-	-	100%
FO12	Eucalyptus Rd.	Eucalyptus Rd. Construction		5,800,000	5,328,032	-	-	100%
R12	Hwy 68 Operational Improvements	Operational improvements at San Benancio, Laureles Grade and Corral De Tierra		223,660	312,205	-	-	100%
TOTAL TRANSPORTATION COMPLETED				\$ 45,451,820	\$ 52,222,122	-	-	
Retain/Percolate stormwater; eliminate discharge of stormwater to Monterey Bay Sanctuary. Project completed/financial obligation met in 2004. Funded by EDA grant proceeds.				1,631,951	1,631,951	-	-	100%
TOTAL STORMWATER COMPLETED				1,631,951	1,631,951	-	-	
Fire Rolling Stock purchased and transferred to jurisdictions				1,160,000	1,160,000	-	-	100%
TOTAL FIRE-FIGHTING COMPLETED				1,160,000	1,160,000	-	-	
	Pilot Project	Fort Ord catalogue of buildings, site and building charactarization,				-	-	100%
FO3	Imjin Parkway - Building Removal	Roadway implementation preperation and building removal - 37 buildings		1,289,631	1,289,631	-	-	100%
FO8	2nd Avenue - Building Removal	Roadway implementation preperation and building removal - 14 buildings		837,368	837,368	-	-	100%
TOTAL BUILDING REMOVAL COMPLETED				2,126,999	2,126,999	-	-	
OTHER OBLIGATION - TOTALS				\$ 125,142,450	\$ 70,161,081	\$ 61,751,671	\$ 64,184,123	56.1%
TOTAL REMAINING CAPITAL IMPROVEMENT OBLIGATION				\$ 250,423,336	\$ 75,955,723	\$ 181,237,916	\$ 188,377,035	30%

TABLE 1B

2017-18 TRANSPORTATION NETWORK AND TRANSIT ELEMENTS BY PRIORITY

Priority	Proj#	Description	Lead		Obligation	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027	POST FORA	TOTAL Budget
1	FO13B	Eastside Parkway	On-Site	FORA	\$ 17,385,025	\$ 500,000	500,000	625,000	600,000	4,500,000	6,000,000	4,660,025	-	-	-	0	17,385,025
2	FO14	South Boundary Road Upgrade	On-Site	FORA	\$ 3,241,817	400,000	1,500,000	1,341,817	-	-	-	-	-	-	-	0	3,241,817
3	2B	Davis Rd south of Blanco	Off-Site	MoCo	\$ 12,676,529	500,000	1,725,000	1,000,000	2,000,000	3,450,000	4,001,529					0	12,676,529
4	T3	Transit Vehicle Purchase/Replace	Transit	MST	\$ 6,546,347	1,500,000	-	-	3,500,000	-	-	1,546,347	-	-	-	0	6,546,347
5	FO12	Eucalyptus Road	On-Site	FORA	\$ 553,819	400,000	153,819	-	-	-	-	-	-	-	-	(0)	553,819
6	8	Crescent Ave extend to Abrams	Off-Site	Marina	\$ 415,711	415,711										(0)	415,711
7	FO7	Gigling	On-Site	FORA	\$ 7,810,510	500,000	2,000,000	5,310,510	-	-	-	-	-	-	-	(0)	7,810,510
8	FO6	Intergarrison	On-Site	FORA	\$ 4,466,860	100,000	100,000	300,000	695,540	3,271,320	-	-	-	-	-	0	4,466,860
9	R3a	Hwy 1-Del Monte-Fremont-MBL	Regional	TAMC	\$ 23,426,707	-	-	-	-	-	1,000,000	2,000,000	10,000,000	10,426,707	-	(0)	23,426,707
10	FO5	8th Street	On-Site	Marina	\$ 5,143,057	-	400,000	500,000	1,243,057	3,000,000	-	-	-	-	-	(0)	5,143,057
11	R11	Hwy 156-Freeway Upgrade	Regional	TAMC	\$ 20,193,327	-	-	2,000,000	3,500,000	-	5,450,000	5,450,000	3,793,327	-	-	(0)	20,193,327
12	T22	Intermodal Centers	Transit	MST	\$ 3,935,833	-	-	-	-	500,000	1,700,000	1,735,833				0	3,935,833
13	FO9C	GJM Blvd	On-Site	FORA	\$ 1,126,466	-	-	1,126,466		-	-	-	-	-	-	(0)	1,126,466
14	4E	Widen Reservation, WG to Davis	Off-Site	MoCo	\$ 2,863,264	-	-	-	-	-	-	2,863,264	-	-	-	0	2,863,264
15	4D	Widen Reservation-4 lanes to WG	Off-Site	MoCo	\$ 4,762,637	-	-	-	-			1,900,000	2,862,637			0	4,762,637
16	1	Davis Rd north of Blanco	Off-Site	MoCo	\$ 757,860	-	-	-	-	-		-	-	757,860	-	0	757,860
17	R10	Hwy 1-Monterey Rd. Interchange	Regional	TAMC	\$ 2,579,464	-	-	-	-						2,579,464	0	2,579,464
18	FO11	Salinas Ave	On-Site	Marina	\$ 4,341,852	-	-	400,000	1,500,000	2,441,852				-	-	(0)	4,341,852
19	FO2	Abrams	On-Site	Marina	\$ 1,085,463	-	-	1,085,463	-							(0)	1,085,463
~9	10	2nd Ave Extention	Off-Site	Marina	\$ 880,364	500,000	380,364		-	-	-	-	-	-	-	0	880,364
Transportation and Transit		GRAND TOTALS			\$ 124,192,912	\$ 4,815,711	\$ 6,759,183	\$ 13,689,256	\$ 13,038,597	\$ 17,163,172	\$ 18,151,529	\$ 20,155,469	\$ 16,655,964	\$ 11,184,567	\$ 2,579,464	\$ -	\$ 124,192,912

FY 2017/18 Evidence Based Method for Priority Ranking - DRAFT

Priority Order Set by Rank			
Priority	Score	Improvement - Description	
1	14.43	FO13B - Eastside Parkway	Board Set
2	16.09	FO14 - S. Boundary Road Upgrade	
3	16.03	2B - Davis Rd. S of Blanco	Priority by Rank
4	14.51	T3 - Purchase/Replace Transit	
5	13.34	FO12 - Eucalyptus Rd	
7	13.34	FO7 - Gigling	
8	11.94	FO6 - Intergarrison	
9	11.60	R3 - Hwy 1- Seaside/Sand City	
10	11.40	FO5 - 8th Street	
11	10.80	R11 - Hwy 156 Freeway Upgrade	
12	10.60	T22 - Inter-modal Centers	
13	10.06	FO9D - General Jim to 218	
14	9.89	4D - Widen Reservation to Watkins Gate	
15	9.89	4E - Widen Reservation, Watkins to Davis	
6	9.49	8 - Crescent Ave	
16	8.40	1 - Davis Rd. N. of Blanco	
17	8.29	R10 - Monterey Rd. Interchange	
18	8.17	FO11 - Salinas Ave	
19	8.17	FO2 - Abrams	
5	14.57	R12 - Hwy 68 Operational Improvements	
16	9.49	8 - Extend Crescent Ave to Abrams	

Weight Set by Survey of Administrative Committee										
No.	Criteria	Survey Number							Average	Weight
		#1	#2	#3	#4	#5	#6	#7		
1	Necessary to mitigate reuse plan	5	2	5	4	5	5	4	4.3	86%
2	Environmental / Design is complete	4	3	4	2	4	4	2	3.3	66%
3	Can be completed prior to FORA's 2020 transition	3	1	3	2	3	3	2	2.4	49%
4	Uses FORA CIP funding as matching funds to leverage grant dollars	4	1	4	5	4	4	5	3.9	77%
5	Can be coordinated with other agencies projects	4	3	3	4	4	3	4	3.6	71%
6	Furthers inter-jurisdictional equity	5	4	3	5	5	3	5	4.3	86%
7	Supports jurisdictions "flagship" project	5	4	3	3	5	3	3	3.7	74%
8	Project links to jurisdictional development programs	5	2	3	4	5	3	4	3.7	74%

** Criteria Scoring Survey's are not shown due to size. Survey's are available upon request.

Improvement Ranking Data																							
		R3 - Hwy 1- Seaside/Sand City	R10 - Monterey Rd. Interchange	R11 - Hwy 156 Freeway Upgrade	R12 - Hwy 68 Operational Improvements	1 - Davis Rd. N. of Blanco	2B - Davis Rd. S of Blanco	4D - Widen Reservation to Watkins Gate	4E - Widen Reservation, Watkins to Davis	8 - Extend Crescent Ave to Abrams	FO2 - Abrams	FO5 - 8th Street	FO6 - Intergarrison	FO7 - Gigling	FO9D - General Jim to 218	FO11 - Salinas Ave	FO12 - Eucalyptus Rd	FO13B - Eastside Parkway	FO14 - S. Boundary Road Upgrade	T3 - Purchase/Replace Transit	T22 - Inter-modal Centers		
	Criteria																						
	Ranking (Sum of Criteria Scores)	11.60	8.29	10.80	14.57	8.40	16.03	9.89	9.89	9.49	8.17	11.40	11.94	13.34	10.06	8.17	13.34	14.43	16.09	14.51	10.60		
1	Necessary to mitigate reuse plan	1.71	1.71	1.71	2.57	2.57	1.71	1.71	1.71	1.71	1.71	1.71	1.71	1.71	1.71	1.71	1.71	1.71	2.57	1.71	1.71		
2	Environmental / Design is complete	0.66	0.66	0.66	3.29	0.66	3.29	0.66	0.66	0.66	0.66	0.66	0.66	1.31	1.97	0.66	3.29	0.66	1.31	1.97	0.66		
3	Can be completed prior to FORA's 2020 transition	0.49	0.49	0.49	2.43	0.49	0.97	0.49	0.49	2.43	0.49	0.49	0.97	0.97	0.97	0.49	1.46	0.49	0.49	1.46	0.49		
4	Uses FORA CIP funding as matching funds to leverage grant dollars	0.77	0.77	2.31	0.77	0.77	3.09	0.77	0.77	0.77	0.77	1.54	0.77	0.77	0.77	0.77	0.77	0.77	1.54	1.54	0.77		
5	Can be coordinated with other agencies projects	0.71	0.71	0.71	0.71	0.71	1.43	0.71	0.71	0.71	0.71	0.71	1.43	1.43	1.43	0.71	1.43	1.43	1.43	1.43	1.43		
6	Furthers inter-jurisdictional equity	4.29	1.71	3.43	2.57	1.71	2.57	2.57	2.57	1.71	0.86	2.57	3.43	3.43	1.71	0.86	1.71	3.43	4.29	3.43	2.57		
7	Supports jurisdictions "flagship" project	1.49	0.74	0.74	1.49	0.74	1.49	1.49	1.49	0.74	0.74	1.49	0.74	1.49	0.74	0.74	2.23	2.23	1.49	2.23	1.49		
8	Project links to jurisdictional development programs	1.49	1.49	0.74	0.74	0.74	1.49	1.49	1.49	0.74	2.23	2.23	2.23	2.23	0.74	2.23	0.74	3.71	2.97	0.74	1.49		



MARINA COAST WATER DISTRICT

11 RESERVATION ROAD, MARINA, CA 93933-2099

Home Page: www.mcwd.org

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Vice President

WILLIAM Y. LEE
JAN SHRINER
HERBERT CORTEZ

April 3, 2017

Fort Ord Reuse Authority
Michael Houlemard, Executive Officer
920 2nd Avenue, Suite A
Marina, CA 93933



Dear Mr. Houlemard:

Despite this winter's record rainfall, the greater Monterey Peninsula Region must continue to work together to find long term sustainable sources of water to supply our growing population and economy. This is an issue our community has grappled with for decades and will continue to do so as we search and identify feasible options to continue to build a water supply system that serves our community and environment. The Marina Coast Water District (MCWD) has been a strong voice in this process and I write to seek your support so that we may continue our efforts to work collaboratively in this regard.

For nearly 60 years, MCWD has served residents providing safe and affordable drinking water. Today we serve more than 30,000 customers and rely primarily on groundwater pumping for that supply. Careful management of our groundwater is of utmost importance to us at MCWD and we have undertaken numerous initiatives over the course of our history to maintain that stewardship, including:

- Development of an Urban Water Management Plan (UWMP) balancing supply with projected demand. The UWMP is updated every five years and was last updated in 2016.
- Invested heavily in hydrogeologic scientific studies to better understand the conditions and dynamics of the groundwater aquifers that provide our groundwater.
- Managed the placement of wells to plan for and minimize seawater intrusion.
- Initiated conservation programs that help make MCWD's per-capita usage rates among the lowest in the state.
- Invested substantial financial resources in the infrastructure necessary to build out the Regional Urban Water Augmentation Project (RUWAP). MCWD secured 1,427 acre feet per year of Pure Water Monterey advanced treated water for the Ord Community.
- Recently signed a three-party agreement with the Fort Ord Reuse Authority and Monterey Regional Water Pollution Control Agency to fund a study to identify potential sources of water to supply an additional 973 acre feet per year of water for the Ord Community.
- Planning a groundwater recharge project on our Armstrong Ranch property to further increase MCWD's water supplies and protect our groundwater aquifers.

Because of that stewardship, the District has taken action in response to the Sustainable Groundwater Management Act (SGMA), with the goal of becoming the exclusive Groundwater Sustainability Agency (GSA) for all lands within MCWD's jurisdictional and service area

April 3, 2017

Page 2

boundaries. MCWD has already been designated by the Department of Water Resources (DWR) as the exclusive GSA for all lands within MCWD's jurisdictional boundaries, which is MCWD's Central Marina service area. MCWD is moving forward to develop a groundwater sustainability plan for that area. MCWD also filed notice with DWR to be the exclusive GSA for MCWD's Ord Community service area, excluding the Adjudicated Seaside Groundwater Basin; however, at the last minute, Monterey County filed a competing notice with DWR even though the County does not provide any water service and does not own any water facilities within that area. The County's action blocks both MCWD's and the County's filings and makes that area subject to State intervention and enforcement. MCWD has also filed notices with DWR to be the exclusive GSA for lands within its jurisdictional boundaries and Ord Community service area within the adjoining DWR-designated 180/400 Foot Aquifer Subbasin.

While the environmental stewardship of our groundwater aquifers is a critical role for MCWD in the service it provides its customers, that role is currently in jeopardy. The new Salinas Valley Groundwater Sustainability Agency (Agency), formed in March 2017, may very soon try to become the exclusive GSA for the entire Salinas Valley Groundwater Basin (SVGB), excluding MCWD's already designated exclusive GSA. That means that the Agency may try to become a competing GSA within MCWD's Ord Community service area and possibly try to compete with MCWD's 180/400 Foot Aquifer GSA filings. The new Agency is governed by an 11-member board; a majority of those members are not representatives of local public water agencies.

The purpose of this letter is to seek your support for MCWD to continue to manage the groundwater aquifers, which our customers rely on, and to oppose having the Agency try to take over groundwater management authority from MCWD thereby giving this new Agency the ability to impose its own fees, rules, and restrictions on MCWD's customers. MCWD must be able to protect its groundwater rights on behalf of its customers, to develop augmented water supplies, to look out for its Ord Community water infrastructure, and to fulfill its obligation to its ratepayers to provide safe drinking water at affordable rates.

Moving forward, we intend to proactively engage with the Agency, the County, DWR, and other stakeholders so that we may continue in our historic role and move forward as the exclusive GSA within our jurisdictional boundaries and service area. To that end, I would greatly appreciate your consideration of signing and submitting the attached letter to support our efforts to be the GSA for our service area. The next Board meeting for the new Salinas Valley Groundwater Sustainability Agency is April 13, 2017, so it would be timely to have any letters of support sent to the Agency prior to that meeting, although it is still helpful if the letter of support is sent after that date and as soon as reasonably possible.

I am happy to address any questions or concerns you might have and will provide further updates as events warrant.

Sincerely,

A handwritten signature in blue ink, appearing to read 'K Van Der Maaten', is written over the typed name.

Keith Van Der Maaten
General Manager
Marina Coast Water District

DATE

JPA Address

Dear JPA president;

On behalf of the ORGANIZATION, I write to convey our endorsement for the Marina Coast Water District's (MCWD) to become the exclusive Groundwater Sustainability Agency (GSA) for its service area.

MCWD was established in 1960 to be the exclusive water and sewer collection provider for residents in the City of Marina and later became the exclusive water and sewer collection provider for the Ord Community. In October 2001, as part of the Base Realignment and Closure process, the United States Army conveyed to MCWD through the Fort Ord Reuse Authority (FORA) all of Fort Ord's water and sewer infrastructure as well as the Army's groundwater allocation and sewer treatment capacity the Army did not reserve for its own needs.

The Sustainable Groundwater Management Act (SGMA) defines "basin" as subbasin or basin and the Department of Water Resources staff have explained that in multi-subbasin groundwater basins, such as the Salinas Valley Groundwater Basin (SVGB), which has eight subbasins, GSA and groundwater sustainability plan (GS Plan) requirements apply to each individual subbasin and not to the basin as a whole. It's fundamental to implementation of SGMA that each subbasin be viewed as the individual building block to effective management of groundwater resources. Under SGMA, each subbasin is required to have GSA or GSAs and a GS Plan or coordinated GS Plans. MCWD has been a strong regional collaborator and will continue coordinating with other GSAs within the SVGB.

Effective management of our precious groundwater resources comes through knowledge and understanding of the local hydrogeology. MCWD has invested significantly in research and studies with experts from Stanford University and others to more clearly understand the groundwater conditions and dynamics of the subbasins within MCWD's service area and in master planning and implementing projects and programs to sustainably protect and manage its groundwater resources for current and future customers. This alone, makes MCWD uniquely qualified to be the GSA over its service area.

Sincerely,

NAME