

Capital Improvement Program

FY 2008/2009 through 2021/2022



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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 2008/09 — FY 2021/22) has been updated with the most current forecasts of development anticipated by the FORA land use jurisdictions. The new forecasts are enumerated in the CIP Appendix B, Table 4. Based upon this updated information, capital project "placement in time" has been compared with last year's programming, with minor adjustments having been made. The reader's attention is directed to Tables 2 and 3, wherein obligatory CIP projects are currently forecast.

It is noted that FORA is scheduled, by State law, to sunset in 2014 (or when 80% of the BRP has been implemented, whichever occurs first), which will occur prior to the end of this CIP time horizon (FY 2008/09 — 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 2008/09 — 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 2008, 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 \$53.8M 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. \$46.8M 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 \$53.8M in capital improvements, \$5.6M has been expended against habitat, 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 sources of funds utilized to date include grants, FORA Member contributions, FORA bond proceeds and developer fees. As developer fees, land sale proceeds and other revenues are collected and employed to offset obligations, use of these funds will continue to be enumerated in Table I as obligation offsets.

II. OBLIGATORY PROGRAM OF PROJECTS — DESCRIPTION OF CIP ELEMENTS

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

a) Transportation/Transit Elements

Transportation

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

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

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



Coe Avenue intersection with General Jim Moore Boulevard — Phase III

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

Transit

The transit obligations enumerated in Table 1 herein remain unchanged from the 1997 TAMC Study and adopted BRP. However, it is noted that current long range planning by TAMC and Monterey-Salinas Transit ("MST") reflect an alternative route to the multi-modal corridor 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.

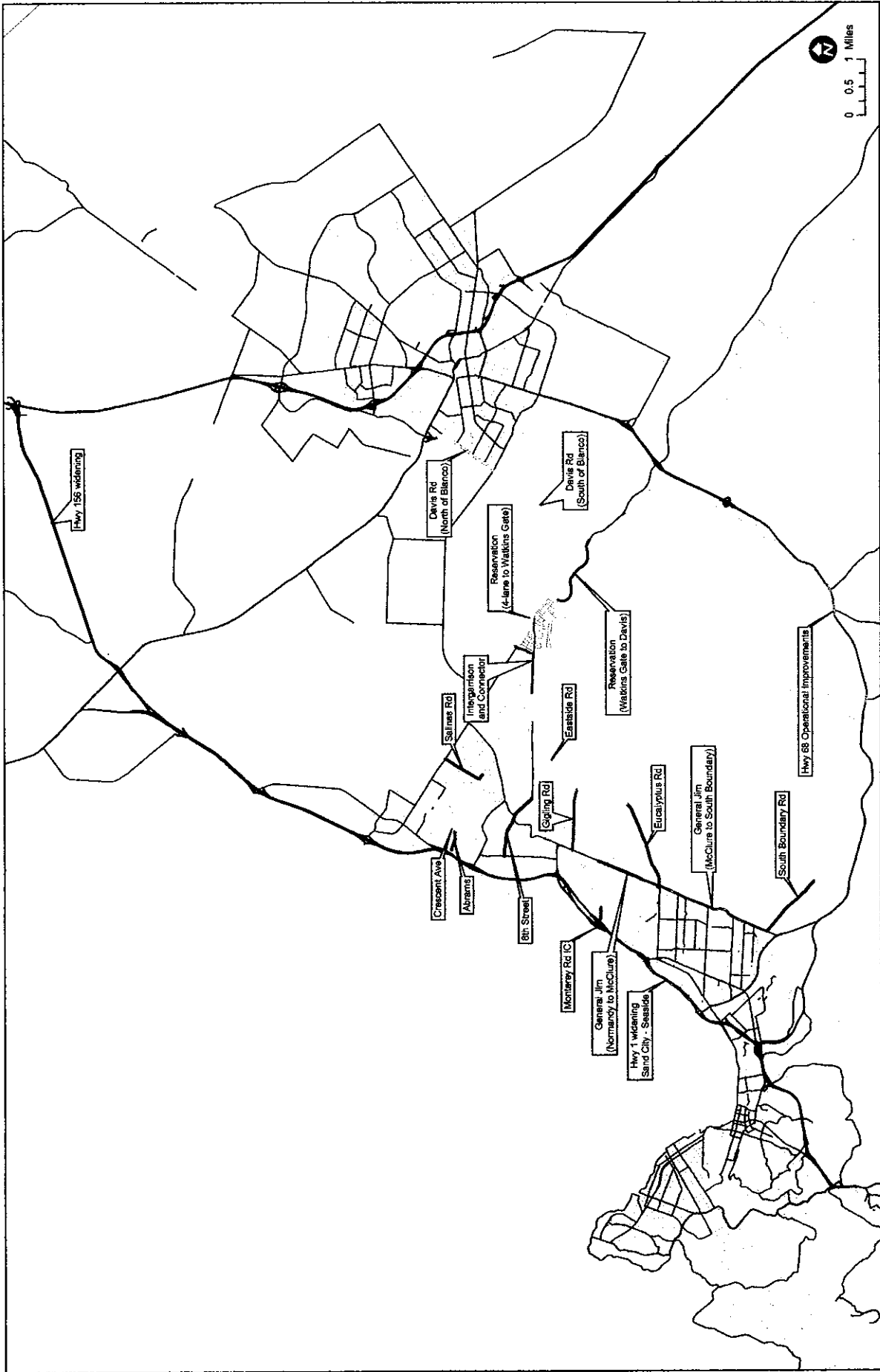
Current long range planning for transit service focuses on the alternative Intergarrison/Reservation/Davis Roads corridor to fulfill transit service needs between the Salinas area and the proposed intermodal center in the Dunes on Monterey Bay area.

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"). Ultimately, agreements among the stakeholders will be advanced to the policy level for consideration and endorsement for any adjustments that may be made to the multi-modal corridor in the BRP.

Lead Agency Status

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

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



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 adopted 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 include increased project costs as designs have been refined; difficulties in MCWD and the Monterey Regional Water Pollution Control Agency ("MRWPCA") being able to come to terms in an agreement between the parties that would effect moving 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 have had the net effect of providing the opportunity to give serious consideration to what is currently being called the "Regional Plan." 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. During the course of the 2008/09 fiscal year, staff will be providing periodic reports to the Administrative and Water/Wastewater Oversight Committees on progress for an appropriate augmentation program. It is anticipated that recommendations for the most appropriate augmentation program will be forthcoming in the late winter/early spring of 2009.

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.

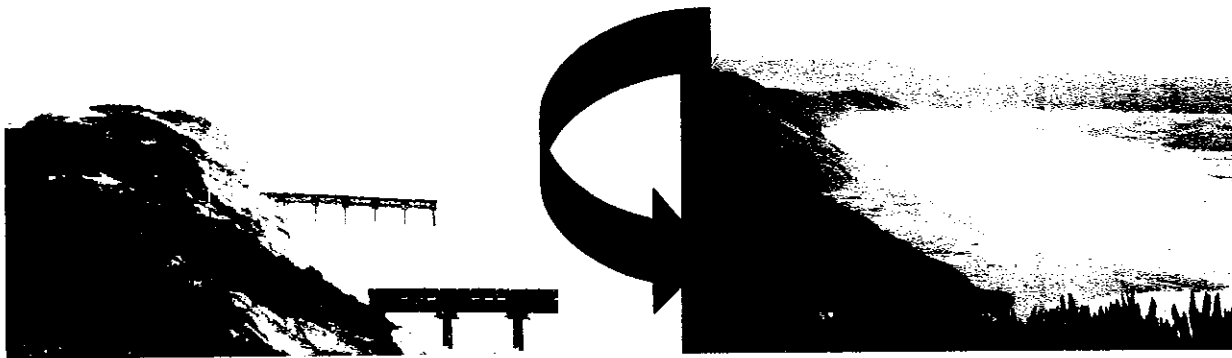
Section 4.5 of the FEIR, Hydrology and Water Quality, contains the following obligatory Conservation Element Program:

"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 Drain Site -- Before and After

d) **Habitat Management Requirements**

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

Subject to final approval by the U.S. Fish and Wildlife Service ("USFWS") and the California Department of Fish and Game ("CDFG"), FORA's Habitat Management funding obligations were previously listed in the following form:

1. A \$1.5M upfront funding (comprised of \$1.3M in borrowed funds and \$200K in secured funds) for initial management, planning and capital costs, serves as a down payment on an endowment fund, the earnings on which will allow for required habitat management activities on the habitat parcels that have already transferred.
2. Additionally, as development has taken place and developer fees paid, \$1 out of every \$4 collected have been earmarked to build a total endowment of principal funds necessary to produce an annual income sufficient to carry out required habitat management responsibilities in perpetuity. The original estimate was developed by an independent consultant retained by FORA and totaled \$6.3M.

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

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

Based upon recent conversations with the regulatory agencies, it has become apparent that the Habitat Management obligations will likely increase beyond the costs noted above. Therefore, this document contains a \pm \$13M line item of forecasted requisite expenditures. 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 non-usable building stock to make way for redevelopment in certain portions of the former Fort Ord. Building removal is funded from land sale revenues and/or credited against land sale valuation. 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 has paid \$22M and MCP is to receive credits of \$24M for building removal cost against FORA's portion of the land sale proceeds. Building removal at the Dunes site is scheduled to be complete in 2010. Additionally, in February 2006 FORA entered into an MOA with Monterey County, the Monterey County Redevelopment Agency and East Garrison Partners ("EGP"). In this MOA, EGP agreed to undertake FORA's responsibility for removal of certain buildings in the East Garrison specific plan area. In return, EGP will receive a credit of \$2,177,000 for East Garrison building removal against FORA's portion of the land sale proceeds for the East Garrison project, which FORA expects to receive in FY 2011/2012. EGP completed partial building removal in 2007, with remaining buildings scheduled for removal by March 2009.

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

FORA's remaining building removal obligations include the former Fort Ord stockade within the City of Marina (\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 to keep opportunities for development open 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, also established a Water and Wastewater Oversight Committee ("WWOC"), which serves in an advisory capacity to the Board. A primary function of the WWOC is to meet and confer with MCWD staff in the development of operating and capital budgets and the corresponding customer rate structures. Annually at budget time, the WWOC and FORA 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 2008/09 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**, entitled "CIP Obligatory Offsets" graphically depicts the current fiscal offsets of completed projects that have reduced the BRP obligations.

Since 1995, FORA has advanced approximately \$59.4M in capital projects and BRP obligations. These projects have been funded predominantly by EDA grants, bond 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

Project #	Project Title	Project Limits	TAMC Reallocation Study 2005 TOTAL COST	FORA PORTION	FORA Offsets 2005-2008	FORA Remaining Obligation Initiated
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		18,127,586
R10	Hwy 1-Monterey Rd. Interchange	Construct new interchange at Monterey Road	19,100,000	2,496,648		2,961,489
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		8,412,632
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		265,302
	Subtotal Regional		270,976,000	25,094,722		29,767,010
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		601,347
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		10,266,850
4D	Widen Reservation-4 lanes to WG	Widen to 4 lanes from existing 4 lane section East Garrison Gate to Watkins Gate	10,100,000	3,813,916		4,524,014
4E	Widen Reservation, WG to Davs	Widen to 4 lanes from Watkins Gate to Davis Rd	5,500,000	2,216,321		2,628,969
8	Crescent Ave extend to Abrams	Extend existing Crescent Court Southerly to join proposed Abrams Dr. (FO2)	906,948	906,948		1,075,809
	Subtotal Off-Site		42,212,948	16,098,645		19,095,988
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		900,990
FO5	8th Street	Upgrade/construct new 2-lane arterial from 2 nd Ave to Intergrarrison Rd	4,340,000	4,340,000		5,148,048
FO6	Intergrarrison	Upgrade to a 4-lane arterial from Eastside Rd to Reservation	4,260,000	4,260,000		5,053,153
FO7	Gigling	Upgrade/Construct new 4-lane arterial from General Jim Moore Blvd easterly to Eastside Rd	5,722,640	5,722,640	368,880	6,409,276
FO9B (Ph-II)	GJM Blvd-Normandy to McClure	Widen from 2 to 4 lanes from Normandy Rd to McClure		24,065,000	6,386,304	
FO9B (Ph-III) [1]	GJM Blvd-s/o McClure to s/o Coe	Widen from 2 to 4 lanes from McClure to Coe	24,065,000		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			905,660	
FO11	Salinas Ave	Construct new 2 lane arterial from Reservation Rd southerly to Abrams Dr	3,038,276	3,038,276		3,603,961
FO12	Eucalyptus Rd	Upgrade to 2 lane collector from General Jim Moore Blvd to Eastside Rd to Parker Flats cut-off	5,800,000	5,800,000	469,690	6,113,008
FO13B	Eastside Rd (New alignment)	Construct new 2 lane arterial from Eucalyptus Rd to Parker Flats cut-off to Schoonover Dr	12,536,370	12,536,370		14,870,468
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	429,240	2,542,506
	Subtotal On-Site		63,036,919	63,036,919	12,575,949	59,730,42
	Transportation Totals		376,225,867	104,230,286	12,575,949	108,593,419
[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	7,175,054
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		5,677,882
	Transit Totals		18,800,000	11,084,926	279,950	12,852,933
	Transportation/Transit Totals		395,025,867	115,315,212	12,855,899	121,446,358

Previous Offsets 1995 - 2004

1. Transportation/Transit - TAMC Study 1995

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.

2. Storm Drainage System

Retain/Percolate stormwater, eliminate discharges 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

1,631,951

32,235,648

12,855,899

46,723,498

115,315,212

121,446,358

TABLE 1
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CAPITAL IMPROVEMENT PROGRAM - TRANSPORTATION NETWORK AND TRANSIT ELEMENTS

Regional Improvements		2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	TOTALS
Proj#	Description															
R3	Hwy 1-Seaside Sand City			3,860,893	5,852,174	8,414,519										18,127,586
R10	Hwy 1-Monterey Rd. Interchange			630,751	956,065	1,374,673										2,961,489
R11	Hwy 156-Freeway Upgrade			1,791,760	2,715,871	3,905,001										8,412,632
R12	Hwy 68 Operational Improvements			56,505	85,648	123,149										265,302
	Subtotal Regional			5,339,909	9,609,758	13,817,342										29,767,010

Off-Site Improvements		2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	TOTALS
Proj#	Description															
1	Davis Rd north of Blanco				601,347											601,347
2B	Davis Rd south of Blanco	396,531	882,332	2,186,466	6,800,521											10,265,850
4D	Widen Reservation-4 lanes to WG	174,745	388,831	963,545	2,996,893											4,524,014
4E	Widen Reservation, WG to Davis				2,628,969											2,628,969
8	Crescent Ave extend to Ahrams	41,554	92,464	229,131	712,660											1,075,809
	Subtotal Off-Site	612,830	1,363,628	3,379,141	13,740,390											19,095,989

On-Site Improvements		2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	TOTALS
Proj#	Description															
F02	Ahrams	34,802	77,439	191,897	596,853											900,990
F05	8th Street	198,849	442,466	1,096,454	3,410,278											5,148,048
F06	Intergration	195,184	434,310	1,076,243	3,347,416											5,053,153
F07	Gigling			6,409,276												6,409,276
F09C	GJM Blvd	4,898,000	3,950,000	6,241,013												15,089,013
F011	Salmas Ave	139,207	309,754	767,587	2,387,412											3,603,961
F012	Eucalyptus Rd	3,000,000	3,113,008													6,113,008
F013B	Eastside Rd (New alignment)		1,278,091	3,167,178	10,425,198											14,870,468
F014	South Boundary Road Upgrade		2,542,505													2,542,505
	Subtotal On-Site	8,466,043	12,147,573	18,949,648	20,167,157											59,730,421

Transportation Totals	9,078,873	13,511,201	28,668,699	43,517,306	13,817,342											108,593,419
																108,593,420

Transit Capital Improvements		2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	TOTALS
Proj#	Description															
T3	Transit Vehicle Purchase/Replace		616,684	1,528,175	2,316,341	2,713,855										7,175,054
T22	Infermodal Centers		489,005	1,209,301	1,833,006	2,147,573										5,677,885
	Subtotal Transit		1,104,688	2,737,476	4,149,347	4,861,428										12,852,939

Transportation and Transit GRAND TOTALS	9,078,873	14,615,889	31,406,175	47,666,651	18,678,771											121,446,358
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Summary of Capital Improvement Program (CIP) 2008/2009 - 2021/2022

	To 2008 (1)	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2008-09 to 2021-22 Total
A. CIP PROJECTS FUNDED BY CFD DEVELOPMENT FEES																
Dedicated Revenues																
Development Fees	16,025,000	10,927,000	24,314,000	58,990,000	70,563,000	40,855,000	25,021,000	24,675,000	6,358,000	4,398,000	4,399,000	4,436,000	7,928,000	27,000	-	282,891,000
Other Revenues	4,040,000	3,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tax Increment (2)	400,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Loan Proceeds (3)	1,065,049	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Interest Revenue	21,530,049	13,927,000	24,314,000	58,990,000	70,563,000	40,855,000	25,021,000	24,675,000	6,358,000	4,398,000	4,399,000	4,436,000	7,928,000	27,000	-	282,891,000
Expenditures																
Projects																
Transportation/Transit	13,218,636	9,078,873	14,615,889	31,406,175	47,666,651	18,678,771	-	-	-	-	-	-	-	-	-	121,446,358
Water Augmentation (4)	540,000	1,563,726	3,479,494	8,441,858	26,350,784	-	-	-	-	-	-	-	-	-	-	40,483,570
Storm Drainage System (5)	4,006,250	2,731,750	6,262,000	116,000	116,000	116,000	116,000	-	-	-	-	-	-	-	-	8,993,750
Habitat Management (6)	348,000	116,000	116,000	116,000	116,000	116,000	116,000	-	-	-	-	-	-	-	-	696,000
Fire Rolling Stock	18,112,866	13,490,349	24,473,383	39,964,033	74,133,435	18,794,771	116,000	-	-	-	-	-	-	-	-	171,619,678
Net Annual Revenue	3,417,163	438,651	(159,383)	19,025,967	(3,570,435)	22,060,229	24,905,000	24,675,000	6,358,000	4,398,000	4,399,000	4,436,000	7,928,000	27,000	-	114,919,030
Beginning Fund Balance	-	-	181,651	22,269	19,048,236	15,477,800	37,538,030	62,443,030	87,118,030	93,476,030	97,674,030	102,273,030	106,709,030	114,637,030	114,664,030	-
Ending Fund Balance	3,417,163	438,651	22,269	19,048,236	15,477,800	37,538,030	62,443,030	87,118,030	93,476,030	97,674,030	102,273,030	106,709,030	114,637,030	114,664,030	114,919,030	-
<u>Other Costs & Contingencies (7)</u>																
Additional Project Costs (8)	3,417,163	255,000	-	-	-	-	-	-	-	-	-	-	-	-	-	12,053,516
Caretaker Costs (9)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16,256,930
Total Other Costs	3,417,163	255,000	-	-	-	-	-	-	-	-	-	-	-	-	-	28,310,446
<u>Contingency Reserve (10)</u>																
Total Other Costs & Contingency Reserve	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	86,608,584
Ending Fund Balance	-	181,651	-	-	-	-	-	-	-	-	-	-	-	-	-	114,919,030
B. CIP PROJECTS FUNDED BY LAND SALE REVENUE																
Dedicated Revenues																
Land Sales (11)	18,379,128	2,576,000	9,326,000	8,959,000	32,773,000	3,106,000	2,723,000	1,257,000	386,000	207,000	207,000	207,000	367,000	-	-	61,887,000
Land Sales - Credits (12)	(5,177,000)	(6,750,000)	-	-	(14,250,000)	-	-	-	-	-	-	-	-	-	-	(21,000,000)
Other Revenues (13)	1,425,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Loan Proceeds and Payments (14)	8,053,745	287,000	287,000	168,000	-	-	-	-	-	-	-	-	-	-	-	742,000
Total Revenues	22,699,573	2,863,000	9,127,000	18,523,000	18,523,000	3,106,000	2,723,000	1,257,000	386,000	207,000	207,000	207,000	367,000	-	-	41,629,000
Expenditures																
Projects (15)																
Building Removal	27,177,000	6,200,000	6,750,000	6,200,000	14,250,000	-	-	-	-	-	-	-	-	-	-	27,200,000
Building Removal - Credits	(5,177,000)	(6,750,000)	-	-	(14,250,000)	-	-	-	-	-	-	-	-	-	-	(21,000,000)
Loan Financing	680,017	2,863,000	2,863,000	2,552,165	-	-	-	-	-	-	-	-	-	-	-	8,278,165
Total Expenditures	22,680,017	2,863,000	2,863,000	8,752,165	-	-	-	-	-	-	-	-	-	-	-	14,476,165
Net Annual Revenue	856	-	-	374,835	18,523,000	3,106,000	2,723,000	1,257,000	386,000	207,000	207,000	207,000	367,000	-	-	27,150,835
Beginning Fund Balance	-	856	856	375,691	18,898,691	22,004,691	24,727,691	25,984,691	26,370,691	26,577,691	26,784,691	27,151,691	27,151,691	27,151,691	27,151,691	-
Ending Fund Balance	856	856	856	375,691	18,898,691	22,004,691	24,727,691	25,984,691	26,370,691	26,577,691	26,784,691	27,151,691	27,151,691	27,151,691	27,151,691	27,151,691

Table 3 CIP Summary Table Footnotes

(1) This column summarizes CIP revenues and expenses through June 2008 and these totals are not included in the "2008-09 to 2021-22 Totals".

(2) "Tax Increment" revenue is designated to back up FORA CIP projects; in FY 07-08 \$4 million of this revenue source was spent on the Board approved ET/ESCA contract change orders (CCO#1 and CCO #2) and CIP road designs.

(3) "Loan Proceeds": In FY 05-06 FORA entered into a Bank line of credit agreement, as authorized by the FORA Board, to ensure all CIP obligations will be met in a timely manner, despite cash flow fluctuations. In FY 08-09 FORA anticipates advancing up to \$3M for Eucalyptus Road. The principal can be realized by the sale of FORA's interest in Preston Park.

(4) "Water Augmentation" is FORA's financial obligation for the approved water augmentation project. Project financing (e.g. cash advances, debt issuance) will be accomplished by MCWD (project lead agency) and any partners (i.e. MRWPCA). The FORA financial obligation will be used to pay back cash advances and/or assist in retiring debt and/or funding capital improvements for the system. Please refer to Section II b) " Water Augmentation."

(5) FORA's "Storm Water Drainage System" obligation has been retired. Please refer to Section II c) "Storm Drainage System Projects".

(6) "Habitat Management" amounts are *estimates*. Habitat Management Endowment final amount is subject to approval by U.S. Fish & Wildlife Service and California Department of Fish & Game. Please refer to Section II d) "Habitat Management Requirements."

(7) "Other Costs & Contingencies" are subject to cash flow and are not received in actual amounts until distant out-years of the program.

(8) "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 Environmental Services Cooperative Agreement, street landscaping, unknown site conditions, project changes, debt financing, and habitat/environmental mitigation).

(9) "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 (as per Keyser-Marston estimates of caretaker and other costs, revised).

(10) "Contingency Reserve" provides funding for jurisdictions to accommodate increased habitat management costs, restoration of storm drainage site in State Parks (\$1.5M), relocation of utilities (\$2M), 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.

(11) "Land Sales" Revenues are regularly evaluated in order to apply changes in local development fees, market realities, and other factors to adjust land prices in the region.

(12) "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/building removal credit of \$26,177,000.

(13) "Other Revenues" include Abrams B loan repayment of \$1,425,000 collected in FY 06-07.

(14) "Loan Proceeds and Payments": In FY 05-06 FORA entered into a bank line of credit agreement, as authorized by the FORA Board, to ensure all CIP obligations will be met in a timely manner, despite cash flow fluctuations. Per Memorandum of Agreement among FORA, RDA of Monterey County, and EGP concerning certain basewide funding obligations, EGP will reimburse FORA for interest payments made on \$4.1 million principal. Dollar amounts illustrate the credit line principal drawdown by FORA and interest reimbursements by the developer.

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

Appendix A

Protocol for Review/Reprogramming of FORA CIP

(Revision # 2 September 20, 2000)

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

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

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

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

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

APPENDIX B
Community Facilities District Revenue

Jurisdiction	2008-09 to 2021-22 Total	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
Seaside Corp Yard Office (1)	2,000			2,000											
Main Gate (spal/conference) (1)	12,000			12,000											
UC East Campus (1)															
UC Central South Campus (1)					31,000	31,000	31,000	31,000	31,000	31,000	31,000	31,000	31,000	31,000	27,000
UC Central North & West Campuses (1)	324,000		18,000												
Industrial															
Airport Economic Development Area (1)	245,000				49,000	49,000	49,000	49,000	49,000						
TAMC TOD (1)	12,000			6,000	6,000										
Industrial - City Corp. Yard (1)	82,000								82,000						
Industrial - Public/Private (1)	82,000								82,000						
Monterey County Light Ind. (1)	183,000			61,000	61,000	61,000	61,000	61,000							
Horse Park	130,000		26,000	26,000	26,000	26,000	26,000	36,000					36,000		
Landfill Industrial Park	108,000		36,000												
UC Central N. & W. Campuses (1)					216,000	216,000									
Retail															
Del Rey Oaks Retail (1)	216,000			216,000											
Cypress Knolls Community Center (3)	2,062,000		684,000					684,000					684,000		
UC Central N. & W. Campuses (1)	560,000							280,000					280,000		
UC East Campus (1)	4,227,000			423,000	423,000	423,000	423,000	423,000	423,000	423,000	423,000	423,000	423,000	423,000	420,000
UC Eight Street (1)	1,077,000					377,000	377,000	323,000							
Monterey County Retail	432,000														
Landfill Commercial development (1)	6,113,000	216,000	216,000												
East Garrison Retail (1)	2,695,000	6,113,000													
Main Gate (1)	162,000			2,695,000											
South of Lightfighter Dr (swap) (1)	539,000			162,000											
Fire Station (swap) (1)	808,000	1,617,000	701,000	539,000	345,000										
Dunes on Monterey Bay (3)	38,000			404,000	404,000										
TAMC TOD (1)				38,000											
Shopette (1)															
Hotel (rooms) (5)															
Del Rey Oaks Hotel (1) (454 rooms)	4,399,000				1,008,000	2,422,000	969,000	969,000							
Del Rey Oaks Timeshare (1) (96 rm)	930,000				465,000	465,000									
Parker Flat Hotel (1) (500 rm)	4,844,000			4,844,000											
Marina Airport Hotel/Golf (1) (350 rm)	3,391,000				3,391,000										
Dunes - Limited Service (3) (100 rm)	969,000														
Dunes - Full Service (3) (400 rm)	3,875,000	969,000													
Seaside Golf Course Hotel (3) (330 rm)	3,197,000		3,875,000												
Seaside Golf Course Timeshares (3) (170 rm)	1,647,000		3,197,000												
Main Gate Hotel (1) (250 rm)	2,422,000			1,647,000											
UC East Campus (1) (250 rm)	2,422,000			2,422,000										2,422,000	
UC Central N. & W. Campuses (1) (150 rm)	1,453,000							1,453,000							
Affordable Housing Adjustment (6)															
Tier 1 (300 units)	300														
Tier 2 (500 units)	500														
Tier 3 (300 units)	300														
Subtotal															
Total															

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

	Adopted 2002	Effective 7/1/07	Effective 7/1/08	Index 07/08
New Residential (per du)	34,324	42,298	43,440	2.7%
Existing Residential (per du)	10,320	12,718	13,061	2.7%
Office & Industrial (per acre)	4,499	5,543	5,683	2.7%
Retail (per acre)	92,768	114,324	117,411	2.7%
Hotel (per room)	7,653	9,433	9,688	2.7%

- (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 seen at www.fora.org under section "FORA Documents," document titled "Backup tables to CIP Appendix B"
- (6) Please see description of Tiers 1, 2, & 3 at www.fora.org under section "FORA Documents," document titled "Developer Fee Schedule"

APPENDIX B
Land Sale Revenue

Jurisdiction	2008-09 to 2021-22 Total	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
New Residential															
Manna Heights	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Townhome	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Cluster Market/Bridge	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Market A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Market B	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Estates	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Subtotal	7,950,000	2,400,000	2,300,000	1,750,000	1,500,000										
Cypress Knolls															
Dunes on Monterey Bay															
Alley															
Carriage															
Standard															
Townhome															
Duets															
Duets - Low/Mod/Workforce															
Apartments - Low/Very Low															
Subtotal	21,000,000	6,750,000	14,250,000												
East Garrison I															
Market rate															
Affordable															
Subtotal	16,000,000														
UC East Campus - SF															
Shoppette															
Seaside Resort Housing															
State Parks Housing															
Workforce Housing (Lightfighter Dr)															
Del Rey Oaks															
Golf Villas															
Patio Homes															
Condos/Workforce															
Townhomes/Senior Casitas															
Subtotal	5,000,000	5,000,000													
Other Residential															
Existing/Replacement Residential															
Preston Park															
Cypress Knolls															
Abrams B															
Interim Inc															
Sunbay															
Other Residential															
Office															
Del Rey Oaks Office															
Monterey City Office															
Monterey County Office									165,000						
Horse Park															
Landfill Commercial Development															
Intergarrison Rd Office Park															
East Garrison I Office Development															
Imjin Office Park															
Dunes on Monterey Bay															
Airport Economic Development Area															
TAMC TOD (office/public facilities)															
Monterey College of Law															
Seaside Corp Yard Office															
Main Gate (spa/conference)															

APPENDIX B
Land Sale Revenue

Jurisdiction	2008-09 to 2021-22 Total	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
UC East Campus	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UC Central South Campus	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UC Central North & West Campuses	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Young Nak Church	126,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000	14,000	-	-	-	-	-	-
Industrial															
Airport Economic Development Area	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TAMC TOD	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Industrial - City Corp. Yard	517,000	-	-	-	-	-	-	517,000	-	-	-	-	-	-	-
Industrial - Public/Private	517,000	-	-	-	-	-	-	517,000	-	-	-	-	-	-	-
Monterey County Light Ind.	2,023,000	-	-	207,000	207,000	207,000	207,000	207,000	207,000	207,000	207,000	367,000	-	-	-
Horse Park	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Landfill Industrial Park	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UC Central North & West Campuses	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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	N/A	N/A
Cypress Knolls Community Center	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
UC Central North & West Campuses	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UC East Campus	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UC Eight Street	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Monterey County Retail	2,000,000	-	-	-	-	1,000,000	1,000,000	-	-	-	-	-	-	-	-
Landfill Commercial development	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
East Garrison I Retail	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Main Gate	5,054,000	2,527,000	2,527,000	-	-	-	-	-	-	-	-	-	-	-	-
South of Lightfighter Dr (swap)	802,000	-	-	802,000	-	-	-	-	-	-	-	-	-	-	-
Fire Station (swap)	401,000	-	-	401,000	-	-	-	-	-	-	-	-	-	-	-
Dunes on Monterey Bay	-	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
TAMC TOD	-	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Shopette	-	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
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	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	N/A	N/A
Parker Flat Hotel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Marina Airport Hotel/Golf	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Dunes - Limited Service	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Dunes - Full Service	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Seaside Golf Course Hotel	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Seaside Golf Course Timeshares	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Main Gate Hotel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UC East Campus	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UC Central North & West Campuses	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	61,887,000	2,576,000	9,326,000	8,959,000	32,773,000	3,106,000	2,723,000	1,257,000	386,000	207,000	207,000	367,000	-	-	-

Note: FORA and local jurisdiction split land sales revenue 50/50 with FORA paying sales costs from its share. Actual land sales revenue may vary from that shown here and will be determined by appraisal at time of sale. The per unit values assumed here have not been updated since 1999 and therefore are probably lower than current market values.
Sources: Economic & Planning Systems' "Due Diligence" memorandum to FORA Board, July 21, 1999

Monterey Regional Water Supply Program

Background

An addition of approximately 30,000 AFY is required to meet existing future water supply needs in northern Monterey County. Although a number of alternatives exist, it has proven difficult to meet the water needs with individual projects. The water managers, water agencies, and stakeholders throughout Monterey County have been developing a Regional Plan that can meet all identified water needs and provide a reliable, sustainable water supply. The Regional Plan is comprised of numerous projects and programs that, combined, meet the regional water supply needs. A Regional Planning 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.

Additional Supply Required within Northern Monterey County

- California - American Water
- Castroville
- Marina Coast Water District (MCWD)
- North County
- Pajaro-Sunny Mesa

Multiple Beneficiaries, Multiple Benefits

Benefits

- **Maximizing sustainability**
 - Potential to create an environmental park in which facilities can be shared and power from the Monterey Waste Management District's landfill can be used
 - Reducing carbon footprint
 - Reducing environmental impacts
 - Reducing reliability upon outside sources of energy
- **Minimizing environmental impacts**
 - Restoration of flows in Carmel River
 - Restoring sustainability of over drafted Seaside groundwater basin
 - Improving condition of seawater intruded Salinas groundwater basin
 - Reducing discharges to the Monterey Bay National Marine Sanctuary
 - Creating an intrusion barrier in the Salinas Groundwater Basin
- **Maximizing flexibility for progressing with program implementation**
 - Multiple pathways and alternatives are available for a successful outcome
 - Providing continued momentum by implementing local desalination, stormwater, conservation, aquifer storage and recovery, and recycled water programs immediately as the initial steps in the development of a Regional Program
- **Maximizing use of recycled water**
 - Delivery to urban users
 - Expanded delivery to agricultural users
 - Use of recycled water for the Seaside Basin Groundwater Replenishment
- **Maximizing reliability**
- **Potential to obtain funding through California State Propositions coupled with the Integrated Regional Water Management Plan (IRWMP)**

Beneficiaries

- Castroville
- Marina
- Monterey County
- Pacific Grove
- Salinas
- Seaside
- Carmel River
- Environmental Interests
- Carmel
- Del Rey Oaks
- Monterey
- Moss Landing
- Prunedale
- Sand City
- Agricultural Water Users
- Elkhorn Slough
- National Marine Sanctuary
- US Army

Monterey Regional Water Supply Program

Definitions of Terms

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

Possible Components of Regional Program

Component	Supply (AFY)	Description
Conservation	300	This includes an array of conservation measures to be implemented throughout the County. (weather-based "smart" irrigation controller program, high efficiency commercial clothes washers, retrofit to high-efficiency toilets, low-flow showerheads, drought tolerant landscape, etc.) Implementation to begin immediately.
Stormwater	500	Cisterns, percolation ponds, etc. Implementation may begin immediately.
Seaside Aquifer Storage and Recovery (ASR) / In-lieu Recharge (ILR)	1,400	Consists of injecting water from the Carmel River into the Seaside Groundwater Basin. Phase I will be implemented by 2008. Expansion is planned for 2011. ILR will be explored for further development.
Sand City Desalination	300	This project is moving forward and construction will be complete in 2008.
Recycled Water Utilization		
<i>Regional Urban Water Augmentation Project (RUWAP)</i>	Up to 3,000	Recycled water will be produced at the Monterey Regional Water Pollution Control Agency (MRWPCA) Salinas Valley Reclamation Plant. Phase I will be implemented in 2008-2009. There is potential for an extension to Monterey, as well as potential for joint use with Seaside Groundwater Replenishment Project. Interagency agreements are vital to this component.
<i>Seaside Groundwater Replenishment</i>	Up to 2,500	Replenish the Seaside Groundwater Basin with recycled water from MRWPCA Salinas Valley Reclamation Plant.
Salinas Basin Groundwater	Up to 10,000	Development of additional groundwater via wells in Salinas groundwater basin. Total yield is a function of delivery of new supply to offset existing agricultural groundwater pumping and modification of existing limitations in use of groundwater within existing basin.
Salinas River Diversions	Up to 7,800	Diversions are encompassed by the SVWP. Water will be blended with stored recycled water and distributed to agricultural users in an expanded CSIP system, or diverted to urban users following treatment.
Regional Desalination Facility	8,300	The location, supply source, and type of well have yet to be determined as part of this analysis.
Potential Urban Supply	30,000	
Agricultural Irrigation	Up to 10,000	Recycled water would be stored during winter months for recovery and delivery during summer irrigation season. Recycled water would be blended with increased diversions from Salinas River and delivered to an expanded Castroville Seawater Intrusion Project (CSIP) distribution system to agricultural lands adjacent to the existing CSIP distribution system, consistent with Salinas Valley Water Project (SVWP) Phase 2 project description in the SVWP EIR/EIS. Some portion of reduced agricultural groundwater pumping could be utilized to meet domestic water needs.

DEVELOPMENT FEE ALLOCATION AGAINST OBLIGATIONS OVER CIP HORIZON (08-09 - 21-22)

I. ALLOCATION OF FEES AGAINST OBLIGATIONS

	\$	%	\$
Forecast Revenues from Developer Fees (DF)	282,891,000	Per Project	Per \$1
<u>Cost Per Capital Projects:</u>			
1 Transportation/Transit	121,446,358	42.93%	0.4293
2 Potable Water Augmentation	40,483,570	14.31%	0.1431
3 Storm Drainage System	-	0.00%	0.0000
4 Habitat Management (1)	8,993,750	3.18%	0.0318
5 Fire Rolling Stock	696,000	0.25%	0.0025
6 Other Costs & Contingencies	111,271,322	39.33%	0.3933
Totals	282,891,000	100.00%	1.0000

II. ALLOCATION TO TRANSPORTATION/TRANSIT

Transportation Costs - FORA Share		121,446,358		
Allocation of DF to Transportation		\$ 0.4293		
<u>Transportation Project Obligations</u>		<u>FORA Cost/Project</u>	<u>Allocation to Projects</u>	
		\$	%	\$
Regional Highway Projects				
R3	Highway 1-Seaside/Sand City	18,127,586	14.93%	0.0641
R10	Hwy 1- Monterey Road Interchange	2,961,489	2.44%	0.0105
R11	Hwy 156 - Freeway Upgrade	8,412,632	6.93%	0.0297
R12	Hwy 68 Operational Improvements	265,302	0.22%	0.0009
	Sub-total Regional	29,767,010	24.51%	0.1052
Off-Site Improvements				
1	Davis Rd n/o Blanco	601,347	0.50%	0.0021
2B	Davis Rd, s/o Blanco	10,265,850	8.45%	0.0363
4D	Widen Reservation, 4-lane to Watkins Gate	4,524,014	3.73%	0.0160
4E	Widen Reservation, Watkins Gt to Davis	2,628,969	2.16%	0.0093
8	Crescent St. extend to Abrams	1,075,809	0.89%	0.0038
	Sub-total Off-Site	19,095,989	15.72%	0.0675
On-Site Improvements				
FO2	Abrams (Crescent to 2nd Avenue connection)	900,990	0.74%	0.0032
FO5	8th. Street	5,148,048	4.24%	0.0182
FO6	Inter-Garrison	5,053,153	4.16%	0.0179
FO7	Gigling	6,409,276	5.28%	0.0227
FO9C	General Jim Moore Blvd	15,089,013	12.42%	0.0533
FO11	Salinas Avenue	3,603,961	2.97%	0.0127
FO12	Eucalyptus Road	6,113,008	5.03%	0.0216
FO13	Eastside Rd (New alignment in Scenario C)	14,870,468	12.24%	0.0526
EO14	South Boundary Road upgrade	2,542,505	2.09%	0.0090
	Sub-total On-Site	59,730,421	49.18%	0.2111
	Total Transportation	108,593,419	89.42%	0.3839
Transit Capital Obligations				
T3	Transit Vehicle Purchase & Replacement	7,175,054	5.91%	0.0254
T22	Intermodal Centers	5,677,885	4.68%	0.0201
	Total Transit	12,852,939	10.58%	0.0454
	Grand Totals	121,446,358	100.00%	0.4293

Notes:

- (1) The remaining balance in Habitat Mangement obligation is expected to be met by FY '09-10; the % allocation to projects will change. Similarly, the allocation formula will change as other obligations are satisfied.