

Regional Development Impact Fee Joint Powers Agency

*Strategic Expenditure Plan
2010 Update*

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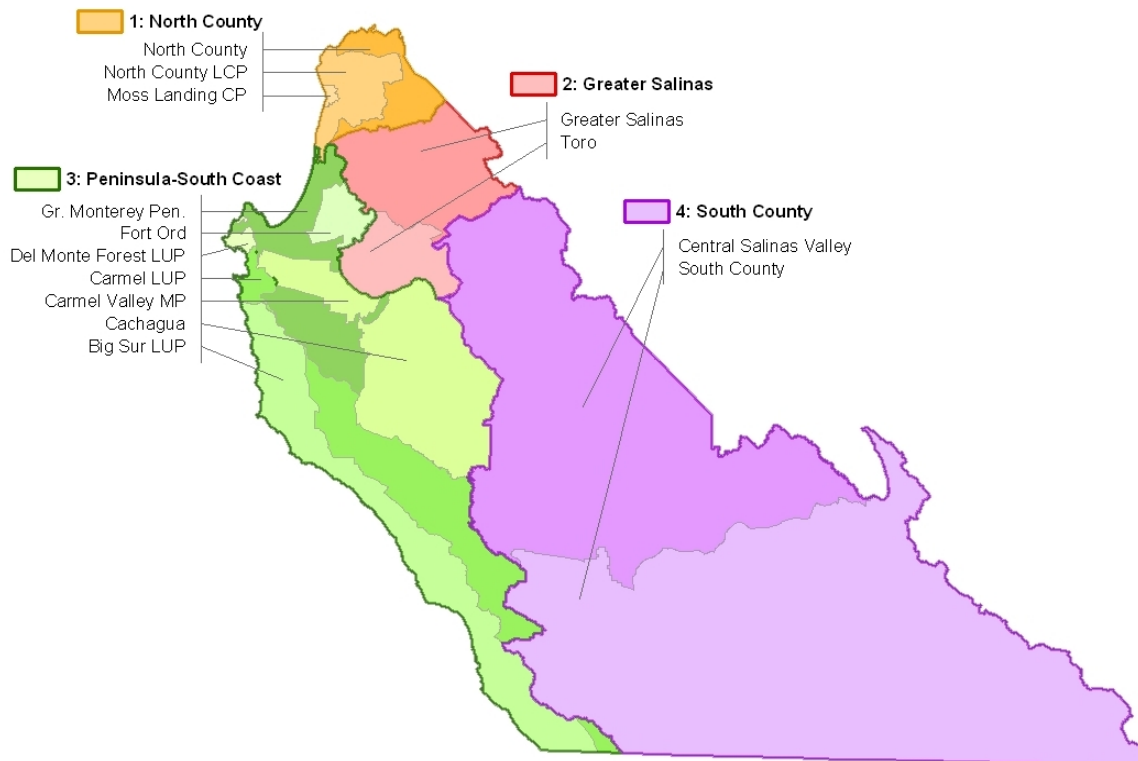
I. Executive Summary

A. Regional Fee Program Summary

In 2006, the Transportation Agency for Monterey County initiated an update to the Regional Development Impact Fee program. A complete analysis was performed for the update beginning with a review of the regional network utilizing the latest version of the Association of Monterey Bay Area Government’s Regional Travel Demand Model, and culminating with the proposal of new development impact fees by land use type, segmented into four zones. As a result of this effort, the Regional Impact Fee Nexus Study Update (Kimley-Horn & Associates, March 26, 2008) was finalized and approved by the Transportation Agency Board of Directors. This “Nexus Study” provides the necessary technical and legal basis under the California Environmental Quality Act for implementing the updated Regional Development Impact Fee program as mitigation for cumulative impacts to the regional transportation system. The regional fee program’s expected revenues, collected from new development in Monterey County, total \$235 million (2007 dollars): \$223 million for transportation improvement projects, \$10 million for transit expansion, and \$2 million for administrative costs over the 22-year life of the program.

B. Benefit Zones

The regional fee program segments the County into four benefit zones: North County, Greater Salinas, Peninsula/South Coast, and South County. The total fee is distributed over all new development in each zone. Generally, the fee rates are dependent on the number of additional vehicle trips from new development and the cost of the transportation improvement projects. The boundaries of the fee program’s benefit zones are aggregated from the County of Monterey’s Planning and Coastal Plan Areas and are provided below as a map of the 4-zone system.



C. Project List

The Regional Development Impact Fee Nexus Study Update used the Association of Monterey Bay Area Governments Regional Travel Demand Model to determine traffic conditions in Monterey County in the Year 2030 based on the number of new trips generated by future development. This information was used to develop the transportation improvement project list necessary to accommodate the forecasted growth. This process resulted in the selection of seventeen regionally-significant improvement projects across Monterey County to be funded by the fee program. The fee program improvement projects, by zone, are as follows:

Table 1: Regional Fee Improvement Project List	
Fee Project Projects	Description
North County	
US-101 - San Juan Road Interchange	Remove 3 intersections, construct interchange at Red Barn.
G-12 - Southern Improvements	Widen San Miguel Canyon Road; add climbing lane; add two-way left-turn lane.
G-12 - Northern Improvements	Add a two-way left-turn lane on Hall Road; widen Elkhorn Road from Hall Road to Werner Road.
SR-156 Widening	Widen Highway 156 to 4 lanes and upgrade the Highway 156 / US-101 interchange.
Greater Salinas	
Westside Bypass	Construct bypass from Boronda to Davis Road, the Rossi Street connector, and widen Davis Road.
US-101 - Harris Road / Eastside Connector	Construct 4-lanes from US-101 to Williams Road; add interchange at Harris Road / US-101.
Marina-Salinas Corridor-A	Widen Davis Road from Blanco to Reservation, widen Reservation Road from Davis Road to existing 4 lane.
SR-68 Commuter Improvements	Widen SR-68 from existing 4 lane west to Corral De Tierra.
US-101 - South County Frontage Roads-A	Construct US-101 frontage roads from Harris Road to Chualar.
Peninsula – South Coast	
Marina-Salinas Corridor-B	Widen Imjin Parkway from Reservation to Imjin Road, reconstruct 12th Street interchange.
SR-1 Widening	Widen Highway 1 to six lanes from Fremont Avenue to Canyon Del Rey, with related local road improvements.
SR-68 (Holman Hwy) Widening	Widen Highway 68 to 4 lanes from CHOMP to Highway 1, improve Highway 68 / 1 interchange operations.
Del Monte - Lighthouse Corridor	Add lane from El Estero to Sloat Avenue. Widen Lighthouse Avenue and convert to 1-way.
South County	
US-101 - South County Frontage Roads-B	Construct US-101 frontage roads from Chualar to Soledad.
US-101 / Gloria Road Interchange	Reconstruct the Gloria Road / US-101 interchange.
US-101 / South Soledad Interchange	Modify South Soledad interchange and ramp improvements.
US-101 / North Soledad Interchange	Modify North Soledad interchange and ramp improvements.
US-101 / Walnut Avenue Interchange	Replace the existing Walnut Avenue / US-101 interchange.
US-101 / First Street Interchange	Extend San Antonio over railroad tracks from Lonoak to First Street / US-101 interchange.

D. Strategic Expenditure Plan Summary

The purpose of the Strategic Expenditure Plan is to present the proposed financing strategies for the regional fee improvement projects. The Joint Powers Agreement, as adopted by all twelve cities and the County of Monterey, contains a provision that the Transportation Agency will prepare, adopt by a vote of the Regional Development Impact Fee Agency Board, and forward to each signatory a final Strategic Expenditure Plan within twelve months of the effective date of the fee program. The regional fee went into effect August 27, 2008.

The Joint Powers Agreement also stipulates several criteria that must be considered in the scheduling and funding of the fee program improvement projects: project readiness; project funding; level of need or urgency; cost effectiveness; and fair geographic distribution of the funds. These criteria are used as the strategy to determine when fee program revenues are expended.

The Plan presents a detailed, year-by-year analysis of revenues and expenditures over the initial six years of the program, with a broader timeline for the remainder of the program. The emphasis of the Strategic Expenditure Plan is on coordinating the regional fee program's revenues and expenditures with the Transportation Agency's goals for project delivery; particularly on securing full funding for the US-101 San Juan Road Interchange Project. The Strategic Expenditure Plan will be updated annually, starting in 2010, to compare actualized revenues and expenditures with the Plan's forecasts, update assumptions for the revenue projections, and adjust the fees for inflation based on the Engineering News Record Construction Cost Index.

The expenditure of fee revenues, dependent upon actual fee revenue generation, is as follows:

	Tier 1 (2009-2015)	Tier 2 (2016-2024)	Tier 3 (2025-2030)
North County			
US-101 - San Juan Road Interchange	\$ 5,825,747		
G-12 - Southern Improvements	\$507,860	\$677,147	\$507,860
G-12 - Northern Improvements	\$1,981,652	\$2,700,000	\$1,758,812
SR-156 Widening			\$21,003,008
Greater Salinas			
Westside Bypass			\$9,380,925
US-101 - Harris Road / Eastside Connector			\$24,776,715
Marina-Salinas Corridor-A	\$8,308,990	\$11,078,653	\$8,308,990
SR-68 Commuter Improvements			\$5,893,571
US-101 - South County Frontage Roads-A	\$500,000	\$25,628,233	
Peninsula - South Coast			
Marina-Salinas Corridor-B			\$23,216,295
SR-1 Widening		\$2,104,312	\$2,600,000
SR-68 (Holman Hwy) Widening	\$1,092,445	\$373,986	
Del Monte - Lighthouse Corridor	\$2,140,755	\$1,217,220	
South County			
US-101 / Gloria Road Interchange	\$8,600,000	\$9,015,613	
US-101 / South Soledad Interchange	\$6,300,000	\$1,822,611	
US-101 / North Soledad Interchange	\$2,598,344	\$5,422,772	
US-101 / Walnut Avenue Interchange	\$11,777,587		
US-101 / First Street Interchange	\$2,700,000	\$9,611,645	\$3,250,884
Year 2010 dollars	Total: \$222,682,632	\$52,333,380	\$69,652,193
			\$100,697,060

II. Annual Inflation Adjustment

As part of the Joint Powers Agreement that established the Regional Development Impact Fee Program, the Transportation Agency is required to adjust the regional fees for inflation based on the increase or decrease in the *Engineering News Record Construction Cost Index* for the San Francisco Bay Area for the 12 month period ending December 31 of the preceding calendar year.

As of December 31, 2009, the Construction Cost Index for the San Francisco Bay Area decreased 0.6%. This represents an approximate \$2 decrease in the fee per trip for all zones, which corresponds to a roughly \$20 decrease in regional fees for a Residential Single-Family Dwelling Unit. The following table shows the annual change in project costs:

Improvement Project	2009 Project Cost	2010 Project Cost
SR-1 Widening	\$53,000,000	\$52,682,000
SR-68 (Holman Hwy) Widening	\$25,000,000	\$24,850,000
SR-156 Widening	\$130,000,000	\$129,220,000
Marina-Salinas Corridor	\$85,000,000	\$84,490,000
Del Monte - Lighthouse Corridor Improvements	\$60,000,000	\$59,640,000
US-101 - San Juan Road Interchange	\$74,000,000	\$73,556,000
US-101 - South County Frontage Roads	\$75,445,419	\$74,992,746
Westside Bypass	\$47,400,266	\$47,115,865
SR-68 Commuter Improvements	\$24,000,000	\$23,856,000
US-101 - Harris Road / Eastside Connector	\$54,153,132	\$53,828,213
G-12 - Southern Improvements	\$8,000,000	\$7,952,000
G-12 - Northern Improvements	\$40,000,000	\$39,760,000
US-101 / Gloria Road Interchange	\$37,101,000	\$36,878,394
US-101 / South Soledad Interchange	\$18,810,413	\$18,697,551
US-101 / North Soledad Interchange	\$17,490,970	\$17,386,024
US-101 / Walnut Avenue Interchange	\$28,783,500	\$28,610,799
US-101 / First Street Interchange	\$40,000,000	\$39,760,000

The inflation adjustment to the project costs in turn revises the regional fee schedule as well, which impacts the revenue forecasts used in this document. A summary of the revised fee schedule is shown below:

Land Use Type	Zone 1		Zone 2		Zone 3		Zone 4	
	2009	2010	2009	2010	2009	2010	2009	2010
Residential	\$3,329	\$3,310	\$2,622	\$2,607	\$2,850	\$2,834	\$4,194	\$4,169
Retail	\$4.714	\$4.687	\$3.712	\$3.692	\$4.188	\$4.165	\$5.938	\$5.903
Office	\$3,850	\$3,808	\$3,032	\$2,999	\$3,438	\$3,261	\$4,850	\$4,796
Fee per Trip	\$348	\$346	\$274	\$272	\$298	\$296	\$438	\$436

The updated project cost information and adjusted regional fees are used throughout this document and are reflected in the revenue and expenditure forecasts.

III. Prioritization Strategy

A. Overview

The Joint Powers Agreement includes a requirement that a process be created to prioritize the expenditure of fee revenues, provided that an accompanying sales tax for funding transportation improvements has not also been enacted. In 2008, a transportation sales tax measure in Monterey County garnered 63% of the vote in favor of the measure; however 67% in favor is required for sales tax measures to pass. With the absence of a sales tax for funding transportation improvements, the requirement that a mechanism be used to prioritize the expenditure of fee revenues became operative. The prioritization strategy consists of two parts, the funding tiers and the project development criteria.

B. Funding Tiers

To identify the expected short-, medium-, and long-term revenue expenditures for the Strategic Expenditure Plan, funding tiers were established to represent specific timeframes over which the improvement projects could expect to receive funding from fee revenues. Using the project development criteria, discussed next in the report, points are assigned to each of the improvement projects based on project readiness, availability of matching funds, and several other criteria. The projects are then assigned to a tier matching its need for funding from regional fee revenues in relation to each of the other improvement projects in the fee program.

Tiers	Funding Timeframe	Ranking Points
Tier 1	2009-2015	13-15 Points
Tier 2	2016-2024	10-12 Points
Tier 3	2025-2030	5-9 Points

C. Project Development Criteria

The Joint Powers Agreement for the Regional Development Impact Fee Program stipulates that the Regional Development Impact Fee Agency take into consideration the following project development criteria when establishing the delivery schedule of the transportation improvement projects in the Strategic Expenditure Plan. These five criteria, when matched with the point system of the funding tiers, comprise the prioritization strategy for the Strategic Expenditure Plan. The project development criteria are as follows:

1. Project Readiness

Considers the degree of completion of environmental and design phases, well-documented preliminary cost estimates, and documented community support as appropriate:

- Ranking Points - 1: No conceptual plan
- Ranking Points - 2: Conceptual plan complete
- Ranking Points - 3: Environmental review underway/completed

Source of Scores

To determine project readiness, a review of each of the improvement projects was conducted to determine the current stage of development for each project.

2. Project Funding

Identification of matching funds from other sources, including federal, state and local monies:

- Ranking Points - 1: No matching funds identified
- Ranking Points - 2: Project/phase has partial funding identified
- Ranking Points - 3: Project/phase has full funding identified

Source of Scores

To score the project funding, local jurisdiction and the Fort Ord Reuse Authority Capital Improvement Programs and fee programs were consulted. In addition, funding expectations for State Transportation Improvement Program funds as well as Federal Earmarks were reviewed.

3. Relative Level of Need or Urgency

Considers safety and congestion relief impacts:

- Ranking Points - 1: Roadway is below capacity
- Ranking Points - 2: Roadway is at capacity or presents safety issues
- Ranking Points - 3: Roadway is over capacity or presents immediate safety issues

Source of Scores

The relative level of need or urgency was scored by reviewing the base year level of service results from the Nexus Study for each transportation improvement project.

4. Cost Effectiveness

The ability to construct the project in the short term for a large long-term gain in safety or congestion relief:

- Ranking Points - 1: Longer than 10 years to start construction
- Ranking Points - 2: Construction can start in next 10 years
- Ranking Points - 3: Construction can start in next 5 years

Source of Scores

The scoring of the cost effectiveness of the improvement projects relied on the project sponsors to provide information on the construction time schedule for each of the improvement projects.

5. Fair Geographic Distribution

Reflects where growth is occurring throughout the County:

- Ranking Points - 1: Less than 25% of the impacts are generated by growth
- Ranking Points - 2: Between 25.1% and 50% of impacts are generated by growth
- Ranking Points - 3: Over 50.1% of the impacts are generated by growth

Source of Scores

In order to determine the fair geographic distribution of fee revenues to fund the regional fee improvement projects, growth forecasts from the Regional Development Impact Fee Nexus Study Update were used. In the Nexus Study, each improvement project was modeled using the Association of Monterey Bay Area Governments' Regional Travel Demand Model to isolate changes in travel patterns and roadway levels of service with and without the proposed improvement projects. The modeling also forecasted the percent of new trips over existing trips that would utilize the improvement projects. Considering that the improvement projects are roughly spread evenly across each of the zones, the percentage of impacts attributable to growth (see Table 4) is used in the scoring of the improvement projects to reflect where growth is occurring throughout the County.

Table 6: Project Development Criteria #5 Source Data

Roadway Segment	Percent of Impacts from Growth
North County	
US-101 - San Juan Road Interchange	31.7%
G-12 - Southern Improvements	37.9%
G-12 - Northern Improvements	28.2%
SR-156 Widening	16.3%
Greater Salinas	
Westside Bypass	22.6%
US-101 - Harris Road / Eastside Connector	53.2%
Marina-Salinas Corridor-A	60.3%
SR-68 Commuter Improvements	25.1%
US-101 - South County Frontage Roads-A	44.7%
Peninsula – South Coast	
Marina-Salinas Corridor-B	60.3%
SR-1 Widening	8.9%
SR-68 (Holman Hwy) Widening	5.9%
Del Monte - Lighthouse Corridor Improvements	5.6%
South County	
US-101 - South County Frontage Roads-B	44.7%
US-101 / Gloria Road Interchange	48.9%
US-101 / South Soledad Interchange	47.2%
US-101 / North Soledad Interchange	50.7%
US-101 / Walnut Avenue Interchange	45.0%
US-101 / First Street Interchange	46.3%

IV. Project Phasing

With the absence of a sales tax measure to supplement funding for transportation improvement projects, many of the improvement projects in the regional fee program lack full funding. Phasing the projects allows for limited fee revenues to be expended on smaller portions of the projects, which will lead to the completion of the full improvement project. The alternative would require collecting fee revenues until enough funds have been sourced to complete the full project. This leads to an inefficient use of fee revenues as funds that otherwise could be used to complete a smaller portion of an improvement project go unused until a full project can be constructed.

A. Phasing between 2009 - 2030

Using the funding tiers as the guide for the phasing timelines, the Transportation Agency requested of each jurisdiction sponsoring a fee program improvement project to provide information on:

- A. Whether the improvement project could be broken into phases;
- B. Whether the proposed phases possessed independent utility that could later be used toward the construction of the full improvement project; and
- C. What the cost implications would be for each of the proposed project phases.

B. Phasing beyond 2030

Fee program projects that will not be fully funded by 2030 without additional sources of revenue, such as a local sales tax, were also phased. The phasing keeps a portion of the costs within the 2030 horizon of the fee program, and moves the unfunded portion to outside the fee program's time horizon (see Table 5). In the event that new sources of funding become available, the costs for these projects can be moved back into the current fee program during an update to the Strategic Expenditure Plan, or will be made up in future fee program updates.

Project	Total Cost	Fee %	Tier 3 (2025-2030)	Tier 4 (2031+)
SR-156 Widening	\$308,140,000	16%		
Phase 1: Widening and Castroville I/C	\$129,220,000		\$21,003,008	
Phase 2: 101/156 Interchange	\$178,920,000			\$29,081,088
US-101 – South County Frontage Roads	\$125,244,000	45%		
Phase 1: Salinas to Chualar, with over-crossing	\$74,992,746		\$26,128,233	
Phase 2: Chualar to Soledad	\$50,251,254			\$17,508,046
Westside Bypass	\$98,406,000	23%		
Phase 1: Davis Road Widening	\$47,115,865		\$9,380,925	
Phase 2: Bypass from Boronda to Davis Road	\$51,290,135			\$10,212,036
US-101 - Harris Rd / Eastside Connector	\$113,316,000	53%		
Phase 1: US-101 Harris Road Interchange	\$53,828,213		\$24,776,715	
Phase 2: Eastside Connector	\$59,487,787			\$27,381,773

If a project with multiple phases was identified, each phase was considered as a separate project for the purposes of prioritization. The following summary (see Table 6) lists, by zone, funding information, project status, and phasing for each improvement project. This information was used in the scoring and prioritization of the improvement projects.

**Regional Development Impact Fee
Strategic Expenditure Plan**

TABLE 8: Project Funding and Phasing Matrix

ZONE 1: NORTH COUNTY - FEE PROGRAM PROJECTS	SPONSOR	PROJECT COST	SOURCES OF IDENTIFIED FUNDS					IDENTIFIED	UNIDENTIFIED
			Regional Fees	Fed Earmark	STIP	RSTP / TCIP	FORA		
US-101 - San Juan Road Interchange ¹	Caltrans	\$90,600,000	\$5,825,747	\$10,450,000	\$33,950,000	\$40,339,088		\$90,564,835	\$35,165
G-12 - Southern Improvements	County	\$8,000,000	\$1,692,866					\$1,692,866	\$6,307,134
G-12 - Northern Improvements	County	\$40,000,000	\$6,440,465					\$6,440,465	\$33,559,535
SR-156 Widening	TAMC	\$130,000,000	\$21,003,008	\$13,876,000	\$8,437,000		\$8,191,463	\$86,000	\$51,593,471
Subtotals:		\$268,600,000	\$34,962,085	\$24,326,000	\$42,387,000	\$40,339,088	\$8,191,463	\$86,000	\$150,291,636

ZONE 2: GREATER SALINAS FEE PROGRAM PROJECTS	SPONSOR	PROJECT COST	SOURCES OF IDENTIFIED FUNDS					IDENTIFIED	UNIDENTIFIED
			Regional Fees	Fed Earmark	STIP	RSTP / TCIP	FORA		
Westside Bypass	Salinas	\$47,400,266	\$9,380,925				\$586,000	\$9,981,000	\$19,947,925
US-101 - Harris Road / Eastside Connector	Caltrans	\$54,153,132	\$24,776,715					\$17,578,000	\$42,354,715
Marina-Salinas Corridor-A ¹	County	\$61,892,312	\$27,696,632	\$15,250,680	\$1,345,000	\$200,000	\$17,400,000		\$61,892,312
SR-68 Commuter Improvements	County	\$24,000,000	\$5,893,571						\$5,893,571
US-101 - South County Frontage Roads-A	TAMC	\$75,445,419	\$26,128,233						\$26,128,233
Subtotals:		\$262,891,129	\$93,876,076	\$15,250,680	\$1,345,000	\$200,000	\$17,986,000	\$27,559,000	\$156,216,756

ZONE 3: PENINSULA / SOUTH COAST FEE PROGRAM PROJECTS	SPONSOR	PROJECT COST	SOURCES OF IDENTIFIED FUNDS					IDENTIFIED	UNIDENTIFIED
			Regional Fees	Fed Earmark	STIP	RSTP / TCIP	FORA		
Marina-Salinas Corridor-B	Marina	\$38,760,000	\$23,216,295					\$13,900,000	\$37,116,295
SR-1 Widening	Caltrans	\$53,000,000	\$4,704,312				\$17,651,009		\$22,355,321
SR-68 (Holman Hwy) Widening	Monterey	\$25,000,000	\$1,466,432		\$1,862,000				\$3,328,432
Del Monte - Lighthouse Corridor	Monterey	\$60,000,000	\$3,357,975	\$7,248,000				\$23,690,000	\$34,295,975
Subtotals:		\$176,760,000	\$32,745,014	\$7,248,000	\$1,862,000	\$0	\$17,651,009	\$37,590,000	\$97,096,023

ZONE 4: SOUTH COUNTY FEE PROGRAM PROJECTS	SPONSOR	PROJECT COST	SOURCES OF IDENTIFIED FUNDS					IDENTIFIED	UNIDENTIFIED
			Regional Fees	Fed Earmark	STIP	RSTP / TCIP	FORA		
Zone Fee Revenues US-101 - San Juan Road I/C Fair-Share									
US-101 / Gloria Road Interchange	Gonzales	\$37,101,000	\$17,615,613					\$15,300,000	\$32,915,613
US-101 / South Soledad Interchange	Soledad	\$18,810,413	\$8,122,611					\$10,687,802	\$18,810,413
US-101 / North Soledad Interchange ¹	Soledad	\$36,810,000	\$8,021,116					\$28,788,884	\$36,810,000
US-101 / Walnut Avenue Interchange	Greenfield	\$28,783,500	\$11,777,587					\$9,515,306	\$21,292,893
US-101 / First Street Interchange	King City	\$40,000,000	\$15,562,530					\$2,812,500	\$18,375,030
Subtotals:		\$161,504,913	\$61,099,457	\$0	\$0	\$0	\$0	\$67,104,492	\$128,203,948

All amounts shown in Year 2010 dollars

PROJECT COST	SOURCES OF IDENTIFIED FUNDS					IDENTIFIED	UNIDENTIFIED
	Regional Fees	Fed Earmark	STIP	RSTP / TCIP	FORA	Local Fees	
\$869,756,042	\$222,682,632	\$46,824,680	\$45,594,000	\$40,539,088	\$43,828,472	\$132,339,492	\$531,808,364

Regional Transportation Plan Consistency:

POTENTIAL SOURCES OF ADDITIONAL FUNDS						TOTAL POTENTIAL ADDITIONAL FUNDING
Regional Fees	Fed Earmark	STIP	RSTP / TCIP	FORA	Local Fees	
\$0	\$57,175,320	\$413,006,000	\$116,460,912		\$0	\$462,660,508
						\$1,049,302,740

1. Total project cost for this improvement project has been revised since the completion of the 2007 Regional Development Impact Fee Nexus Study Update. The change in project cost does not affect the total fee revenues collected at this time and will be accounted for in the annual regional fee schedule update, which will occur July 1, 2010.

**Regional Development Impact Fee
Strategic Expenditure Plan**

TABLE 9: Prioritization Results, Zone 1: North County

Zone 1: North County Program Projects	Fee	Project Readiness	Project Funding	Level of Need or Urgency	Cost Effectiveness	Fair Geographic Distribution	Total	Tier
US-101 - San Juan Road Interchange								
Full Project		3	3	3	3	2	14	Tier 1
G-12 - Southern Improvements								
Phase 1: San Miguel Canyon (Moro Rd to Castroville Blvd)		2	3	3	3	2	13	Tier 1
Phase 2: San Miguel Cyn (Castroville Blvd to Strawberry Rd)		1	3	2	2	2	10	Tier 2
Phase 3: San Miguel Cyn (Castroville Blvd to Strawberry Rd)		1	3	2	1	2	9	Tier 3
G-12 - Northern Improvements								
Phase 1: Operational improvements on Hall Road and Elkhorn Rd		2	3	3	3	2	13	Tier 1
Phase 2: Operational improvements on Hall Road and Elkhorn Rd		1	3	2	2	2	10	Tier 2
Phase 3: Operational improvements on Hall Road and Elkhorn Rd		1	3	2	1	2	9	Tier 3
SR-156 Widening								
Phase 1: SR-156 Widening to 4 lanes		2	2	3	1	1	9	Tier 3
Tier 1 = 2009 to 2015 Tier 2 = 2016 to 2024 Tier 3 = 2025 to 2030								

**Regional Development Impact Fee
Strategic Expenditure Plan**

TABLE 10: Prioritization Results, Zone 2: Greater Salinas

Zone 2: Greater Salinas Program Projects	Fee	Project Readiness	Project Funding	Level of Need or Urgency	Cost Effectiveness	Fair Geographic Distribution	Total	Tier
Marina-Salinas Corridor-A								
Phase 1: Widen Davis Road (Blanco Road-Reservation Road)		2	3	2	3	3	13	Tier 1
Phase 2: Widen Reservation Road (Davis Road - Watkins Gate)		2	2	1	2	3	10	Tier 2
Phase 3: Widen Davis Road (Watkins Gate - 4 Lane)		2	2	1	1	3	9	Tier 3
US-101 - South County Frontage Roads-A								
Phase 1: Project Study Report		3	3	2	3	2	13	Tier 1
Phase 2: Salinas to Chualar, over-crossing at Spence Road		2	3	1	2	2	10	Tier 2
US-101 - Harris Road / Eastside Connector								
Phase 1: US-101 / Harris Road interchange		2	1	1	1	3	8	Tier 3
SR-68 Commuter Improvements								
Full Project		1	1	3	2	2	9	Tier 3
Westside Bypass								
Phase 1: Davis Road Widening		1	1	3	2	2	9	Tier 3
Tier 1 = 2009 to 2015 Tier 2 = 2016 to 2024 Tier 3 = 2025 to 2030								

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TABLE 11: Prioritization Results, Zone 3: Peninsula - South Coast								
Zone 3: Peninsula - South Coast Fee Program Projects	Project Readiness	Project Funding	Level of Need or Urgency	Cost Effectiveness	Fair Geographic Distribution	Total	Tier	
Marina-Salinas Corridor-B								
Full Project	1	2	2	1	3	9	Tier 3	
SR-68 (Holman Hwy) Widening								
Phase 1: Design	3	3	3	3	1	13	Tier 1	
Phase 2: Construction								
Del Monte - Lighthouse Corridor Improvements								
Phase 1: Design	2	3	2	3	1	11	Tier 2	
Phase 2: Construction								
SR-1 Widening								
Phase 1: Monterey Branch Line	2	3	3	3	1	12	Tier 2	
Phase 2: Fremont Boulevard Improvements	2	2	3	1	1	9	Tier 3	
Tier 1 = 2009 to 2015 Tier 2 = 2016 to 2024 Tier 3 = 2025 to 2030								

With respect to the SR-1 Widening Project, a portion of the regional fee funding for this project (\$2.1 million) may be substituted for the Monterey Branch Line project. The Monterey Branch Line’s proposed 16-mile bus rapid transit service will connect to the planned Caltrain service in Castroville and also provide local transit alternatives with stations in Monterey, Seaside, Sand City, Marina/California State University Monterey Bay, and Castroville. Both projects serve the same corridor through Sand City and Seaside and would alleviate congestion to mainline Highway 1. The remaining regional fee funding (\$2.6 million) would be used to fund a phase, Fremont Boulevard improvements, of the widening project.

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TABLE 12: Prioritization Results, Zone 4: South County

Zone 4: South County Program Projects	Fee	Project Readiness	Project Funding	Level of Need or Urgency	Cost Effectiveness	Fair Geographic Distribution	Total	Tier
US-101 / North Soledad Interchange								
Phase 1: New ramps		3	3	2	3	3	14	Tier 1
Phase 2: Remainder of project		2	2	2	2	3	11	Tier 2
US-101 / Gloria Road Interchange								
Phase 1: Replace over-crossing deck, 4-lane alignment		3	3	2	3	2	13	Tier 1
Phase 2: Remainder of project		3	3	2	2	2	12	Tier 2
US-101 / South Soledad Interchange								
Phase 1: New ramps		3	3	2	3	2	13	Tier 1
Phase 2: Remainder of project		3	2	2	2	2	11	Tier 2
US-101 / Walnut Avenue Interchange								
Full Project		3	3	2	3	2	13	Tier 1
US-101/First Street Interchange								
Phase 1: First St/US101 bridge widening/ramps		3	3	2	3	2	13	Tier 1
Phase 2: Loneoak to Union Pacific Railroad R.O.W road segment		2	2	2	2	2	10	Tier 2
Phase 3: Construct Bridge over Union Pacific Railroad		2	1	2	1	2	8	Tier 3
Tier 1 = 2009 to 2015 Tier 2 = 2016 to 2024 Tier 3 = 2025 to 2030								

VI. Revenue Forecast

A. Growth Projections

To forecast revenues for the fee program, projections of when new development will occur, in line with the funding tiers, needed to be established. For this purpose, the 2008 Regional Forecast Population, Housing Unit and Employment Projections produced by the Association of Monterey Bay Area Governments was used. Approximately every five years, the Association of Monterey Bay Area Governments produces a regional forecast of population, housing and employment for a region spanning the counties of Monterey, San Benito and Santa Cruz. The 2008 Regional Forecast provides detailed population, housing and employment projections for every jurisdiction in Monterey County through 2035. For the purposes of the Strategic Expenditure Plan, housing and employment data was examined only for the years 2010, 2015, 2025, and 2030 to coincide with the proposed funding tiers. The percent growth was then calculated for each tier’s horizon year as a function of the total growth anticipated over the entire time period. Table 11 provides the results.

Table 13: Housing and Employment Growth Projections					
	2010	2015	2025	2030	Total
Housing	147,221	156,061	169,933	176,236	
Growth		8,840	13,872	6,303	29,015
Percent Growth		30%	48%	22%	100%
Employment	196,430	203,660	218,830	226,780	
Growth		7,230	15,170	7,950	30,350
Percent Growth		24%	50%	26%	100%

B. Revenue Forecast

Using the Regional Travel Demand Model generated development forecasts from the Nexus Study, total fee revenues for each of the zones were estimated. The total fee revenues were then segmented into the funding tiers using the percent growth projections from the Association of Monterey Bay Area Governments survey. These funding projections by tier were then used to develop the expenditure plans presented in the next section.

The total fee revenues include approximately \$223 million to fund the fee program improvement projects, as well as \$10 million for transit expansion and \$2 million to administer the program. For the purposes of the expenditure plan, the funding for transit expansion and administration were removed to focus on the revenues available to program and schedule the transportation improvement projects.

Ultimately, actualized revenues that match the projections will be fully dependent on a level of development commensurate with the growth projections. In the event that rates of new development fall below the growth projections, actual fee revenues will accordingly be reduced. This may result in improvement project construction timelines needing to be shifted further out to future years and will be addressed in updates to the Strategic Expenditure Plan.

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TABLE 14: Revenue Forecast

North County	Units	Fees	Revenues	2007-2015	2016-2024	2025-2030
Residential	2,738	\$ 2,933	\$ 8,028,916	\$ 2,446,170	\$ 3,838,605	\$ 1,744,141
Retail	111	\$ 4,687	\$ 521,713	\$ 124,283	\$ 260,771	\$ 136,660
Office/Government	841	\$ 3,827	\$ 3,218,264	\$ 766,657	\$ 1,608,602	\$ 843,005
Other	1,567	\$ 737	\$ 1,154,351	\$ 274,990	\$ 576,985	\$ 302,375
North County Revenue:			\$ 12,923,244	\$ 3,612,100	\$ 6,284,963	\$ 3,026,181
Available for Projects (revenue minus transit + admin)			\$ 12,531,251	\$ 3,502,537	\$ 6,094,324	\$ 2,934,390

Greater Salinas	Units	Fees	Revenues	2007-2015	2016-2024	2025-2030
Residential	21,871	\$ 2,310	\$ 50,522,787	\$ 15,392,777	\$ 24,154,820	\$ 10,975,190
Retail	1,401	\$ 3,692	\$ 5,172,580	\$ 1,232,216	\$ 2,585,438	\$ 1,354,926
Office/Government	7,062	\$ 3,015	\$ 21,290,589	\$ 5,071,860	\$ 10,641,787	\$ 5,576,942
Other	7,047	\$ 580	\$ 4,088,989	\$ 974,082	\$ 2,043,821	\$ 1,071,086
Greater Salinas Revenue:			\$ 81,074,946	\$ 22,670,936	\$ 39,425,866	\$ 18,978,144
Available for Projects (revenue minus transit + admin)			\$ 75,470,680	\$ 21,103,818	\$ 36,700,572	\$ 17,666,289

Peninsula - South Coast	Units	Fees	Revenues	2007-2015	2016-2024	2025-2030
Residential	9,083	\$ 2,492	\$ 22,637,105	\$ 6,896,847	\$ 10,822,744	\$ 4,917,514
Retail	931	\$ 4,165	\$ 3,878,856	\$ 924,024	\$ 1,938,789	\$ 1,016,043
Office/Government	7,157	\$ 3,419	\$ 24,472,601	\$ 5,829,882	\$ 12,232,269	\$ 6,410,451
Other	3,213	\$ 653	\$ 2,097,538	\$ 499,677	\$ 1,048,423	\$ 549,437
Peninsula - South Coast Revenue:			\$ 53,086,100	\$ 14,150,429	\$ 26,042,225	\$ 12,893,445
Available for Projects (revenue minus transit + admin)			\$ 47,728,778	\$ 12,722,402	\$ 23,414,106	\$ 11,592,270

South County	Units	Fees	Revenues	2007-2015	2016-2024	2025-2030
Residential	16,947	\$ 3,694	\$ 62,598,122	\$ 19,071,770	\$ 29,928,008	\$ 13,598,344
Retail	692	\$ 5,903	\$ 4,087,002	\$ 973,609	\$ 2,042,828	\$ 1,070,566
Office/Government	2,825	\$ 4,820	\$ 13,618,325	\$ 3,244,168	\$ 6,806,919	\$ 3,567,238
Other	8,215	\$ 928	\$ 7,621,719	\$ 1,815,652	\$ 3,809,604	\$ 1,996,464
South County Revenue:			\$ 87,925,169	\$ 25,105,198	\$ 42,587,359	\$ 20,232,612
Available for Projects (revenue minus transit + admin)			\$ 86,951,925	\$ 24,827,309	\$ 42,115,959	\$ 20,008,657

All amounts shown in Year 2010 dollars

VII. Expenditure Plan

A. Regional Fees by Zone

For the development of the regional fee program's Nexus Study, a select link analysis was run for each of the fee program projects to determine the degree to which zones were responsible for the increase in traffic on each of the project roadways. The select link analysis indicates what portion of the traffic on each roadway comes from what zone with both the Year 2000 and Year 2030 land uses, with the improved roadway network. In order to determine each zone's share of the fee, the net change in trips from each zone for each roadway was calculated. Each zone's share of the net increase in trips on the roadway was calculated as a percentage. For each project, all roadways that would experience a significant benefit were included in the select link analysis. For example, the US-101 South County select link analysis included both the proposed frontage roads and the US-101 mainline, which would experience significantly improved levels of service with the proposed roads.

The resulting zonal distribution for each of the fee program projects is included in Table 13. This table displays the resulting share of each project cost to be borne by each of the benefit zones. Where no share is shown (i.e. \$0) in the table, that zone is not forecast to cause an increase in traffic on that particular roadway or set of roadways, although it may currently generate a significant number of trips on the roadway or set of roadways. Shown in the subtotal row of the table are the total amounts to be provided by each benefit zone.

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TABLE 15: Fee Funding by Zone

PROJECT	PROJECT COST	NORTH COUNTY	GREATER SALINAS	PENINSULA/S. COAST	SOUTH COUNTY
		\$	\$	\$	\$
SR-1 Widening	\$ 52,682,000	\$ -	\$ 1,416,687	\$ 2,328,132	\$ 959,493
SR-68 (Holman Hwy) Widening	\$ 24,850,000	\$ -	\$ 226,901	\$ 1,092,445	\$ 147,085
SR-156 Widening	\$ 129,220,000	\$ 7,419,206	\$ 9,284,776	\$ 4,104,114	\$ 194,911
Marina-Salinas Corridor	\$ 84,490,000	\$ -	\$ 19,886,041	\$ 22,410,395	\$ 8,616,491
Del Monte - Lighthouse Corridor Improvements	\$ 59,640,000	\$ -	\$ 734,030	\$ 2,140,755	\$ 483,190
US-101 - San Juan Road Interchange	\$ 73,556,000	\$ 1,308,908	\$ 3,646,407	\$ 151,031	\$ 719,401
US-101 - South County Frontage Roads	\$ 74,992,746	\$ 570,359	\$ 5,440,257	\$ 5,075,655	\$ 15,041,962
Westside Bypass	\$ 47,115,865	\$ -	\$ 6,071,294	\$ 1,932,131	\$ 1,377,500
SR-68 Commuter Improvements	\$ 23,856,000	\$ 43,871	\$ 2,054,613	\$ 2,883,222	\$ 911,865
US-101 - Harris Road / Eastside Connector	\$ 53,828,213	\$ 154,361	\$ 19,872,116	\$ 1,562,996	\$ 3,187,242
G-12 - Southern Improvements	\$ 7,952,000	\$ 625,999	\$ 643,886	\$ 13,767	\$ 409,215
G-12 - Northern Improvements	\$ 39,760,000	\$ 1,981,652	\$ 2,562,830	\$ 40,313	\$ 1,855,670
US-101 / Gloria Road Interchange	\$ 36,878,394	\$ 7,828	\$ 46,483	\$ 13,304	\$ 17,547,997
US-101 / South Soledad Interchange	\$ 18,697,551	\$ 81,063	\$ 785,947	\$ 744,869	\$ 6,510,733
US-101 / North Soledad Interchange	\$ 17,386,024	\$ 126,990	\$ 1,116,035	\$ 1,175,517	\$ 5,602,574
US-101 / Walnut Avenue Interchange	\$ 28,610,799	\$ 135,920	\$ 975,465	\$ 1,128,654	\$ 9,537,548
US-101 / First Street Interchange	\$ 39,760,000	\$ 75,093	\$ 706,910	\$ 931,478	\$ 13,849,049
TOTALS:	\$ 813,275,592	\$ 12,531,251	\$ 75,470,680	\$ 47,728,778	\$ 86,951,925

All amounts shown in Year 2010 dollars

B. Revenues & Expenditures by Tier

The following Tables 14 and 15 depict the forecasted revenues and expenditures, respectively, by tier for each of the regional fee program zones. On Table 14, the line items “Tier 1 Carry-over” and “Tier 2 Carry-over” represent regional fee revenues that are not expended in the current tier and are carried-over for use in the following tier.

**Regional Development Impact Fee
Strategic Expenditure Plan**

TABLE 16: Revenues by Tier				
NORTH COUNTY REVENUES	TIER 1	TIER 2	TIER 3	TOTAL
Forecasted Revenues	\$ 3,612,100	\$ 6,284,963	\$ 3,026,181	\$ 12,923,244
Transit Earmark	\$ (73,443)	\$ (127,789)	\$ (61,530)	\$ (262,761)
Admin Services Earmark	\$ (36,121)	\$ (62,850)	\$ (30,262)	\$ (129,232)
Revenues Subtotal	\$ 3,502,537	\$ 6,094,324	\$ 2,934,390	\$ 12,531,251
GREATER SALINAS REVENUES				
Forecasted Revenues	\$ 22,670,936	\$ 39,425,866	\$ 18,978,144	\$ 81,074,946
Transit Earmark	\$ (1,340,408)	\$ (2,331,035)	\$ (1,122,074)	\$ (4,793,517)
Admin Services Earmark	\$ (226,709)	\$ (394,259)	\$ (189,781)	\$ (810,749)
Revenues Subtotal	\$ 21,103,818	\$ 36,700,572	\$ 17,666,289	\$ 75,470,680
PENINSULA - SOUTH COAST REVENUES				
Forecasted Revenues	\$ 14,150,429	\$ 26,042,225	\$ 12,893,445	\$ 53,086,100
Transit Earmark	\$ (1,286,523)	\$ (2,367,697)	\$ (1,172,241)	\$ (4,826,461)
Admin Services Earmark	\$ (141,504)	\$ (260,422)	\$ (128,934)	\$ (530,861)
Revenues Subtotal	\$ 12,722,402	\$ 23,414,106	\$ 11,592,270	\$ 47,728,778
SOUTH COUNTY REVENUES				
Forecasted Revenues	\$ 25,105,198	\$ 42,587,359	\$ 20,232,612	\$ 87,925,169
Transit Earmark	\$ (26,837)	\$ (45,526)	\$ (21,629)	\$ (93,992)
Admin Services Earmark	\$ (251,052)	\$ (425,874)	\$ (202,326)	\$ (879,252)
Revenues Subtotal	\$ 24,827,309	\$ 42,115,959	\$ 20,008,657	\$ 86,951,925
Revenues Accrued, All Zones	\$ 62,156,066	\$ 108,324,962	\$ 52,201,605	\$ 222,682,632
Tier 1 Carry-over		\$ 10,122,685		
Tier 2 Carry-over			\$ 49,135,202	
Total Available Revenues	\$ 62,156,066	\$ 118,447,648	\$ 101,336,808	\$ 222,682,632

All amounts shown in Year 2010 dollars

**Regional Development Impact Fee
Strategic Expenditure Plan**

TABLE 17: Expenditures by Tier					
NORTH COUNTY EXPENDITURES		TIER 1	TIER 2	TIER 3	TOTAL
US-101 - San Juan Road Interchange					\$5,825,747
	<i>Full Project</i>	<i>\$5,825,747</i>			
G-12 - Southern Improvements					\$1,692,866
	<i>Phase 1</i>	<i>\$507,860</i>			
	<i>Phase 2</i>		<i>\$677,147</i>		
	<i>Phase 3</i>			<i>\$507,860</i>	
G-12 - Northern Improvements					\$6,440,465
	<i>Phase 1</i>	<i>\$1,981,652</i>			
	<i>Phase 2</i>		<i>\$2,700,000</i>		
	<i>Phase 3</i>			<i>\$1,758,812</i>	
SR-156 Widening					\$21,003,008
	<i>Phase 1</i>			<i>\$21,003,008</i>	
GREATER SALINAS EXPENDITURES		TIER 1	TIER 2	TIER 3	TOTAL
Marina-Salinas Corridor-A					\$27,696,632
	<i>Phase 1</i>	<i>\$8,308,990</i>			
	<i>Phase 2</i>		<i>\$11,078,653</i>		
	<i>Phase 3</i>			<i>\$8,308,990</i>	
US-101 - South County Frontage Roads-A					\$26,128,233
	<i>Phase 1</i>	<i>\$500,000</i>			
	<i>Phase 2</i>		<i>\$25,628,233</i>		
US-101 - Harris Road / Eastside Connector					\$24,776,715
	<i>Phase 1</i>			<i>\$24,776,715</i>	
SR-68 Commuter Improvements					\$5,893,571
	<i>Full Project</i>			<i>\$5,893,571</i>	
Westside Bypass					\$9,380,925
	<i>Phase 1</i>			<i>\$9,380,925</i>	
PENINSULA - SOUTH COAST EXPENDITURES		TIER 1	TIER 2	TIER 3	TOTAL
Marina-Salinas Corridor-B					\$23,216,295
	<i>Full Project</i>			<i>\$23,216,295</i>	
SR-68 (Holman Hwy) Widening					\$1,466,432
	<i>Phase 1</i>	<i>\$1,092,445</i>			
	<i>Phase 2</i>		<i>\$373,986</i>		
Del Monte - Lighthouse Corridor Improvements					\$3,357,975
	<i>Phase 1</i>	<i>\$2,140,755</i>			
	<i>Phase 2</i>		<i>\$1,217,220</i>		
SR-1 Widening					\$4,704,312
	<i>Phase 1</i>		<i>\$2,104,312</i>		
	<i>Phase 2</i>			<i>\$2,600,000</i>	
SOUTH COUNTY EXPENDITURES		TIER 1	TIER 2	TIER 3	TOTAL
US-101 / North Soledad Interchange					\$8,021,116
	<i>Phase 1</i>	<i>\$2,598,344</i>	<i>\$3,004,230</i>		
	<i>Phase 2</i>		<i>\$2,418,542</i>		
US-101 / Gloria Road Interchange					\$17,615,613
	<i>Phase 1</i>	<i>\$8,600,000</i>			
	<i>Phase 2</i>		<i>\$9,015,613</i>		
US-101 / South Soledad Interchange					\$8,122,611
	<i>Phase 1</i>	<i>\$6,300,000</i>			
	<i>Phase 2</i>		<i>\$1,822,611</i>		
US-101 / Walnut Avenue Interchange					\$11,777,587
	<i>Full Project</i>	<i>\$11,777,587</i>			
US-101 / First Street Interchange					\$15,562,530
	<i>Phase 1</i>	<i>\$2,400,000</i>	<i>\$5,381,265</i>		
	<i>Phase 2</i>		<i>\$3,890,632</i>		
	<i>Phase 3</i>			<i>\$3,890,632</i>	
Totals		\$52,033,380	\$69,312,444	\$101,336,808	\$222,682,632

All amounts shown in Year 2010 dollars

C. Tier 1 Economic Projection

As shown in Table 13, nearly every regional fee improvement project receives a portion of its total regional fee funding from new development in each of the zones. This represents the regional nature of the trips that the regional fee is collected against, as, for example, a trip originating on Monterey Peninsula travels on SR-156 in North County. As such, eventually regional fees collected from almost every zone will contribute towards the construction of all of the regional fee improvement projects. However, as part of the Joint Powers Agreement, a clause was included stating that if a sales tax for transportation improvements does not exist, a priority will be placed on expending fee revenues within the zone that the fees are collected.

To this end, the tier 1 economic projections in the following tables (see Tables 16 through 19) reflect the year-on-year regional fee revenue and expenditure forecasts, segmented by zone. In the following tiers, it will be necessary to shift funds between zones to ensure that all of the regional fee improvement projects receive the full amount of their regional fee funding. However, for the purposes of the tier 1 projections, all regional fee revenues and expenditures are contained within each zone until 2015 to comply with the Joint Powers Agreement clause.

The one exception to this is the US-101 San Juan Road Interchange project. To ensure that the project stays on schedule for completion, the Transportation Agency is recommending that regional fee revenues collected from all zones, up to the zonal limit (see Table 13), be first applied toward this project. After the zonal limit has been reached, all further regional fees will be applied towards the improvement projects from the zone in which the fees were collected.

Where actual values are known for previous years, those values are used instead of the forecast. Where actual revenues fell short of the forecast, the difference is equally distributed among the remaining years in the tier.

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TABLE 18: Tier 1 Economic Projection (2009-2015), Zone 1: North County									
NORTH COUNTY REVENUES	2009 Actual	2010	2011	2012	2013	2014	2015	Total	
Forecasted Revenues	\$ 12,520	\$ 544,386	\$ 611,039	\$ 611,039	\$ 611,039	\$ 611,039	\$ 611,039	\$ 611,039	\$ 3,612,100
Forecasted Reserves	\$ -	\$ 12,141	\$ -	\$ (176,389)	\$ 280,195	\$ 615,473	\$ 914,977		
Transit Earmark	\$ (255)	\$ (11,069)	\$ (12,424)	\$ (12,424)	\$ (12,424)	\$ (12,424)	\$ (12,424)	\$ (12,424)	\$ (73,443)
Admin Services Earmark	\$ (125)	\$ (5,444)	\$ (6,110)	\$ (6,110)	\$ (6,110)	\$ (6,110)	\$ (6,110)	\$ (6,110)	\$ (36,121)
<i>Subtotal:</i>				\$ (135,920)					\$ 3,502,537
Zone 1 Transfers									\$ (135,920)
Zone 2 Transfers		\$ 3,646,407					\$ 433,589		\$ 4,079,996
Zone 3 Transfers		\$ 151,031							\$ 151,031
Zone 4 Transfers		\$ 719,401							\$ 719,401
Total Zone 1 Revenues	\$ 12,141	\$ 5,056,853	\$ 592,504	\$ 280,195	\$ 872,700	\$ 1,207,977	\$ 1,941,071		\$ 8,317,045

NORTH COUNTY EXPENDITURES	2009 Actual	2010	2011	2012	2013	2014	2015	Programmed	
US-101 San Juan Road Interchange, Full Project									
Zone 1 Contribution		\$ 540,014	\$ 768,893						\$ 1,308,908
Zone 2 Contribution		\$ 3,646,407							\$ 3,646,407
Zone 3 Contribution		\$ 151,031							\$ 151,031
Zone 4 Contribution		\$ 719,401							\$ 719,401
Total Project Fee Allocation	\$ -	\$ 5,056,853	\$ 768,893	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,825,747
PA&ED									\$ -
ENG									\$ -
ROW									\$ -
CON		\$ (5,056,853)	\$ (768,893)						\$ (5,825,747)
Total Project Fee Expenditure	\$ -	\$ (5,056,853)	\$ (768,893)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (5,825,747)

G-12 - Southern Improvements, Phase 1

Zone 1 Contribution					\$ 58,546	\$ 72,000	\$ 377,314		\$ 507,860
Zone 2 Contribution									\$ -
Zone 3 Contribution									\$ -
Zone 4 Contribution									\$ -
Total Project Fee Allocation	\$ -	\$ -	\$ -	\$ -	\$ 58,546	\$ 72,000	\$ 377,314		\$ 507,860
PA&ED					\$ (25,546)				\$ (25,546)
ENG					\$ (33,000)	\$ (67,000)			\$ (100,000)
ROW					\$ (5,000)				\$ (5,000)
CON							\$ (377,314)		\$ (377,314)
Total Project Fee Expenditure	\$ -	\$ -	\$ -	\$ -	\$ (58,546)	\$ (72,000)	\$ (377,314)		\$ (507,860)

G-12 - Northern Improvements, Phase 1

Zone 1 Contribution					\$ 198,681	\$ 221,000	\$ 1,127,562		\$ 1,547,242
Zone 2 Contribution							\$ 434,410		\$ 434,410
Zone 3 Contribution									\$ -
Zone 4 Contribution									\$ -
Total Project Fee Allocation	\$ -	\$ -	\$ -	\$ -	\$ 198,681	\$ 221,000	\$ 1,561,972		\$ 1,981,652
PA&ED					\$ (99,681)				\$ (99,681)
ENG					\$ (99,000)	\$ (201,000)			\$ (300,000)
ROW					\$ (20,000)				\$ (20,000)
CON							\$ (1,561,972)		\$ (1,561,972)
Total Project Fee Expenditure	\$ -	\$ -	\$ -	\$ -	\$ (198,681)	\$ (221,000)	\$ (1,561,972)		\$ (1,981,652)

Total Zone 1 Expenditures	\$ -	\$ (5,056,853)	\$ (768,893)	\$ -	\$ (257,227)	\$ (293,000)	\$ (1,939,285)		\$ (8,315,259)
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Net Difference (Revenues - Expenditures) \$ 1,786

All amounts shown in Year 2010 dollars

**Regional Development Impact Fee
Strategic Expenditure Plan**

TABLE 19: Tier 1 Economic Projection (2009-2015), Zone 2: Greater Salinas									
GREATER SALINAS REVENUES	2009 Actual	2010	2011	2012	2013	2014	2015	Total	
Forecasted Revenues	\$ 341,258	\$ 3,376,559	\$ 3,790,624	\$ 3,790,624	\$ 3,790,624	\$ 3,790,624	\$ 3,790,624	\$ 3,790,624	\$ 22,670,936
Forecasted Reserves	\$ -	\$ 317,668	\$ (185,583)	\$ 2,367,551	\$ 4,780,115	\$ 7,662,231	\$ 9,691,467		
Transit Earmark	\$ (20,177)	\$ (199,637)	\$ (224,119)	\$ (224,119)	\$ (224,119)	\$ (224,119)	\$ (224,119)	\$ (1,340,408)	
Admin Services Earmark	\$ (3,413)	\$ (33,766)	\$ (37,906)	\$ (37,906)	\$ (37,906)	\$ (37,906)	\$ (37,906)	\$ (226,709)	
<i>Subtotal:</i>									\$ 21,103,818
Zone 1 Transfers								\$ -	
Zone 2 Transfers		\$ (3,646,407)	\$ (975,465)	\$ (1,116,035)	\$ (646,483)	\$ (785,947)	\$ (540,499)	\$ (7,710,836)	
Zone 3 Transfers								\$ -	
Zone 4 Transfers								\$ -	
Total Zone 2 Revenues	\$ 317,668	\$ (185,583)	\$ 2,367,551	\$ 4,780,115	\$ 7,662,231	\$ 10,404,882	\$ 12,679,567	\$ 13,392,982	

GREATER SALINAS EXPENDITURES	2009 Actual	2010	2011	2012	2013	2014	2015	Programmed
Marina-Salinas Corridor-A, Phase 1								
Zone 1 Contribution								\$ -
Zone 2 Contribution						\$ 713,415	\$ 7,595,575	\$ 8,308,990
Zone 3 Contribution								\$ -
Zone 4 Contribution								\$ -
Total Project Fee Allocation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 713,415	\$ 7,595,575	\$ 8,308,990
PA&ED								\$ -
ENG						\$ (150,415)		\$ (150,415)
ROW						\$ (273,000)		\$ (273,000)
CON						\$ (290,000)	\$ (7,595,575)	\$ (7,885,575)
Total Project Fee Expenditure	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (713,415)	\$ (7,595,575)	\$ (8,308,990)

US-101 So. County Frontage Roads-A, Phase 1								
Zone 1 Contribution								\$ -
Zone 2 Contribution							\$ 500,000	\$ 500,000
Zone 3 Contribution								\$ -
Zone 4 Contribution								\$ -
Total Project Fee Allocation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000
PA&ED							\$ (500,000)	\$ (500,000)
ENG								\$ -
ROW								\$ -
CON								\$ -
Total Project Fee Expenditure	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (500,000)	\$ (500,000)

Total Zone 2 Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (713,415)	\$ (8,095,575)	\$ (8,808,990)
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Net Difference (Revenues - Expenditures) \$ 4,583,992

All amounts shown in Year 2010 dollars

**Regional Development Impact Fee
Strategic Expenditure Plan**

TABLE 20: Tier 1 Economic Projection (2009-2015), Zone 3: Peninsula - South Coast									
PENINSULA-SOUTH COAST REVENUES	2009 Actual	2010	2011	2012	2013	2014	2015	Total	
Forecasted Revenues	\$ 15,719	\$ 1,897,160	\$ 2,447,510	\$ 2,447,510	\$ 2,447,510	\$ 2,447,510	\$ 2,447,510	\$ 2,447,510	\$ 14,150,429
Forecasted Reserves	\$ -	\$ 14,132	\$ 1,568,804	\$ 3,074,430	\$ 3,665,660	\$ 5,852,869	\$ 7,308,514		
Transit Earmark	\$ (1,429)	\$ (172,485)	\$ (222,522)	\$ (222,522)	\$ (222,522)	\$ (222,522)	\$ (222,522)	\$ (222,522)	\$ (1,286,523)
Admin Services Earmark	\$ (157)	\$ (18,972)	\$ (24,475)	\$ (24,475)	\$ (24,475)	\$ (24,475)	\$ (24,475)	\$ (24,475)	\$ (141,504)
<i>Subtotal:</i>									\$ 12,722,402
Zone 1 Transfers									\$ -
Zone 2 Transfers									\$ -
Zone 3 Transfers		\$ (151,031)	\$ (694,887)	\$ (1,609,284)	\$ (13,304)	\$ (744,869)	\$ (931,478)		\$ (4,144,852)
Zone 4 Transfers									\$ -
Total Zone 3 Revenues	\$14,132	\$1,568,804	\$3,074,430	\$3,665,660	\$5,852,869	\$7,308,514	\$8,577,550		\$8,577,550

PENINSULA-SOUTH COAST EXPENDITURES	2009 Actual	2010	2011	2012	2013	2014	2015	Programmed	
SR-68 (Holman Hwy) Widening, Phase 1									
Zone 1 Contribution									\$ -
Zone 2 Contribution									\$ -
Zone 3 Contribution							\$ 1,092,445		\$ 1,092,445
Zone 4 Contribution									\$ -
Total Project Fee Allocation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,092,445		\$ 1,092,445
PA&ED									\$ -
ENG							\$ (1,092,445)		\$ (1,092,445)
ROW									\$ -
CON									\$ -
Total Project Fee Expenditure	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,092,445)		\$ (1,092,445)

Del Monte - Lighthouse Corridor Improvements, Phase 1									
Zone 1 Contribution									\$ -
Zone 2 Contribution									\$ -
Zone 3 Contribution							\$ 2,140,755		\$ 2,140,755
Zone 4 Contribution									\$ -
Total Project Fee Allocation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,140,755		\$ 2,140,755
PA&ED									\$ -
ENG							\$ (2,140,755)		\$ (2,140,755)
ROW									\$ -
CON									\$ -
Total Project Fee Expenditure	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (2,140,755)		\$ (2,140,755)

Total Zone 3 Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (3,233,201)		\$ (3,233,201)
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Net Difference (Revenues - Expenditures) \$ 5,344,349

All amounts shown in Year 2010 dollars

**Regional Development Impact Fee
Strategic Expenditure Plan**

TABLE 21: Tier 1 Economic Projection (2009-2015), Zone 4: South County									
SOUTH COUNTY REVENUES	2009 Actual	2010	2011	2012	2013	2014	2015	Total	
Forecasted Revenues	\$ 15,876	\$ 3,981,272	\$ 4,221,610	\$ 4,221,610	\$ 4,221,610	\$ 4,221,610	\$ 4,221,610	\$ 25,105,198	
Forecasted Reserves	\$ -	\$ 15,701	\$ 3,233,503	\$ 7,408,384	\$ 10,127,272	\$ 9,538,761	\$ 6,979,289	\$ 25,105,198	
Transit Earmark	\$ (17)	\$ (4,256)	\$ (4,513)	\$ (4,513)	\$ (4,513)	\$ (4,513)	\$ (4,513)	\$ (26,837)	
Admin Services Earmark	\$ (159)	\$ (39,813)	\$ (42,216)	\$ (42,216)	\$ (42,216)	\$ (42,216)	\$ (42,216)	\$ (251,052)	
<i>Subtotal:</i>								\$ 24,827,309	
Zone 1 Transfers	\$ -	\$ -	\$ -	\$ 135,920	\$ -	\$ -	\$ -	\$ 135,920	
Zone 2 Transfers	\$ -	\$ -	\$ 975,465	\$ 1,116,035	\$ 646,483	\$ 785,947	\$ 106,910	\$ 3,630,840	
Zone 3 Transfers	\$ -	\$ -	\$ 694,887	\$ 1,609,284	\$ 13,304	\$ 744,869	\$ 931,478	\$ 3,993,821	
Zone 4 Transfers	\$ -	\$ (719,401)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (719,401)	
Total Zone 4 Revenues	\$ 15,701	\$ 3,233,503	\$ 9,078,736	\$ 14,444,503	\$ 14,961,940	\$ 15,244,458	\$ 12,192,558	\$ 31,868,489	

SOUTH COUNTY EXPENDITURES	2009 Actual	2010	2011	2012	2013	2014	2015	Programmed
US-101 / Walnut Avenue Interchange, Full Project								
Zone 1 Contribution				\$ 135,920				\$ 135,920
Zone 2 Contribution			\$ 975,465					\$ 975,465
Zone 3 Contribution			\$ 694,887	\$ 433,766				\$ 1,128,654
Zone 4 Contribution				\$ 1,149,201	\$ 4,223,179	\$ 4,165,169		\$ 9,537,548
Total Project Fee Allocation	\$ -	\$ -	\$ 1,670,353	\$ 1,718,887	\$ 4,223,179	\$ 4,165,169	\$ -	\$ 11,777,588
PA&ED			\$ (216,315)					\$ (216,315)
ENG			\$ (1,317,946)	\$ (1,568,470)				\$ (2,886,415)
ROW			\$ (136,092)	\$ (150,418)				\$ (286,510)
CON					\$ (4,223,179)	\$ (4,165,169)		\$ (8,388,347)
Total Project Fee Expenditure	\$ -	\$ -	\$ (1,670,353)	\$ (1,718,887)	\$ (4,223,179)	\$ (4,165,169)	\$ -	\$ (11,777,588)

US-101 / Gloria Road Interchange, Phase 1								
Zone 1 Contribution								\$ -
Zone 2 Contribution				\$ 46,483				\$ 46,483
Zone 3 Contribution				\$ 13,304				\$ 13,304
Zone 4 Contribution				\$ 540,213	\$ 2,000,000	\$ 6,000,000		\$ 8,540,213
Total Project Fee Allocation	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ 2,000,000	\$ 6,000,000	\$ 8,600,000
PA&ED				\$ (600,000)				\$ (600,000)
ENG					\$ (1,200,000)			\$ (1,200,000)
ROW					\$ (800,000)			\$ (800,000)
CON						\$ (6,000,000)		\$ (6,000,000)
Total Project Fee Expenditure	\$ -	\$ -	\$ -	\$ -	\$ (600,000)	\$ (2,000,000)	\$ (6,000,000)	\$ (8,600,000)

US-101 / South Soledad Interchange, Phase 1								
Zone 1 Contribution								\$ -
Zone 2 Contribution				\$ 600,000	\$ 185,947			\$ 785,947
Zone 3 Contribution				\$ 744,869	\$ 744,869			\$ 1,489,738
Zone 4 Contribution				\$ 569,184	\$ 4,200,000			\$ 4,769,184
Total Project Fee Allocation	\$ -	\$ -	\$ -	\$ 600,000	\$ 1,500,000	\$ 4,200,000	\$ -	\$ 6,300,000
PA&ED				\$ (600,000)				\$ (600,000)
ENG					\$ (900,000)			\$ (900,000)
ROW					\$ (600,000)			\$ (600,000)
CON						\$ (4,200,000)		\$ (4,200,000)
Total Project Fee Expenditure	\$ -	\$ -	\$ -	\$ (600,000)	\$ (1,500,000)	\$ (4,200,000)	\$ -	\$ (6,300,000)

US-101 / North Soledad Interchange, Phase 1								
Zone 1 Contribution								\$ -
Zone 2 Contribution				\$ 1,116,035				\$ 1,116,035
Zone 3 Contribution				\$ 1,175,517				\$ 1,175,517
Zone 4 Contribution				\$ 306,792				\$ 306,792
Total Project Fee Allocation	\$ -	\$ -	\$ -	\$ 2,598,344	\$ -	\$ -	\$ -	\$ 2,598,344
PA&ED								\$ -
ENG								\$ -
ROW								\$ -
CON				\$ (2,598,344)				\$ (2,598,344)
Total Project Fee Expenditure	\$ -	\$ -	\$ -	\$ (2,598,344)	\$ -	\$ -	\$ -	\$ (2,598,344)

US-101 / First Street Interchange, Phase 1								
Zone 1 Contribution								\$ -
Zone 2 Contribution				\$ 600,000	\$ 106,910			\$ 706,910
Zone 3 Contribution				\$ 931,478	\$ 931,478			\$ 1,862,956
Zone 4 Contribution				\$ 761,612	\$ 761,612			\$ 1,523,224
Total Project Fee Allocation	\$ -	\$ -	\$ -	\$ 600,000	\$ 1,800,000	\$ 1,800,000	\$ -	\$ 4,200,000
PA&ED				\$ (600,000)				\$ (600,000)
ENG					\$ (1,100,000)			\$ (1,100,000)
ROW					\$ (700,000)			\$ (700,000)
CON								\$ -
Total Project Fee Expenditure	\$ -	\$ -	\$ -	\$ (600,000)	\$ (1,800,000)	\$ (1,800,000)	\$ -	\$ (4,200,000)

Total Zone 4 Expenditures	\$ -	\$ -	\$ (1,670,353)	\$ (4,317,231)	\$ (5,423,179)	\$ (8,265,169)	\$ (12,000,000)	\$ (31,675,932)
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Net Difference (Revenues - Expenditures) \$ 192,558

All amounts shown in Year 2010 dollars