

Regional Impact Fee Nexus Study Update

Draft Deliverable 1 Network and Benefit Zones

Prepared for:

Transportation Agency for Monterey County

Prepared by:



**Kimley-Horn
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November 2, 2006

This draft memorandum summarizes procedures and findings of Task 1, “Define the Regional Impact Fee System” and Task 2, “Identify Benefit Zones” of the Regional Impact Fee Nexus Study Update (Fee Update), which Kimley-Horn and Associates, Inc. (KHA) is conducting for the Transportation Agency for Monterey County (TAMC). It represents the draft version of Deliverable 1 of the Fee Update and is intended for review by TAMC staff and the Fee Update Task Force.

Road Network for the Fee Update

It is assumed the *Regional Transportation Network* set forth in the Nexus Study for Regional Development Impact Fee – Final Report (2004 Nexus Study) will be used and refined slightly for the Fee Update (DKS Associates, May 14, 2004). The exhibit on the following page, from the 2004 Nexus Study, illustrates the *Regional Transportation Network*. The Appendix of this Memorandum includes Figures 2 and 3 from the 2004 Nexus Study, which illustrate the same network according to functional classification.

For reference, the following roadways are included in the *Regional Transportation Network* (the list is limited to urban freeway/expressway, rural principal arterial, and urban major arterial categories).

- US Highway 101
- SR 1
- SR 25
- SR 68
- SR 146
- SR 156
- SR 183
- SR 198
- SR 218
- County Road G11 (San Juan Road)
- County Road G12 (Hall Road/San Miguel Canyon Road)
- County Road G16 (Carmel Valley Road)
- County Road G17 (Reservation Road)
- County Road G20 (Laureles Grade Road)
- Alisal Road
- Davis Road
- Sanborn Road
- Blanco Road
- North Main Street
- Del Monte Avenue
- Fremont Street
- Lighthouse Avenue

TAMC REGIONAL IMPACT FEE MODELING

REGIONAL TRANSPORTATION NETWORK



Benefit Zones

The Fee Update will evaluate two benefit zone structures, including single, countywide zone, like the 2004 Nexus Study, and multiple zones. To be consistent with the Monterey County General Plan, it is assumed that definition of the multiple zones option will begin by considering the 7 Planning Areas and the 5 Coastal Plan Areas defined therein, which are illustrated in the exhibit on the following page and listed below for reference.

Planning Areas

- North County
- Greater Monterey Peninsula
- Greater Salinas
- Toro
- Cachagua
- Central Salinas Valley
- South County

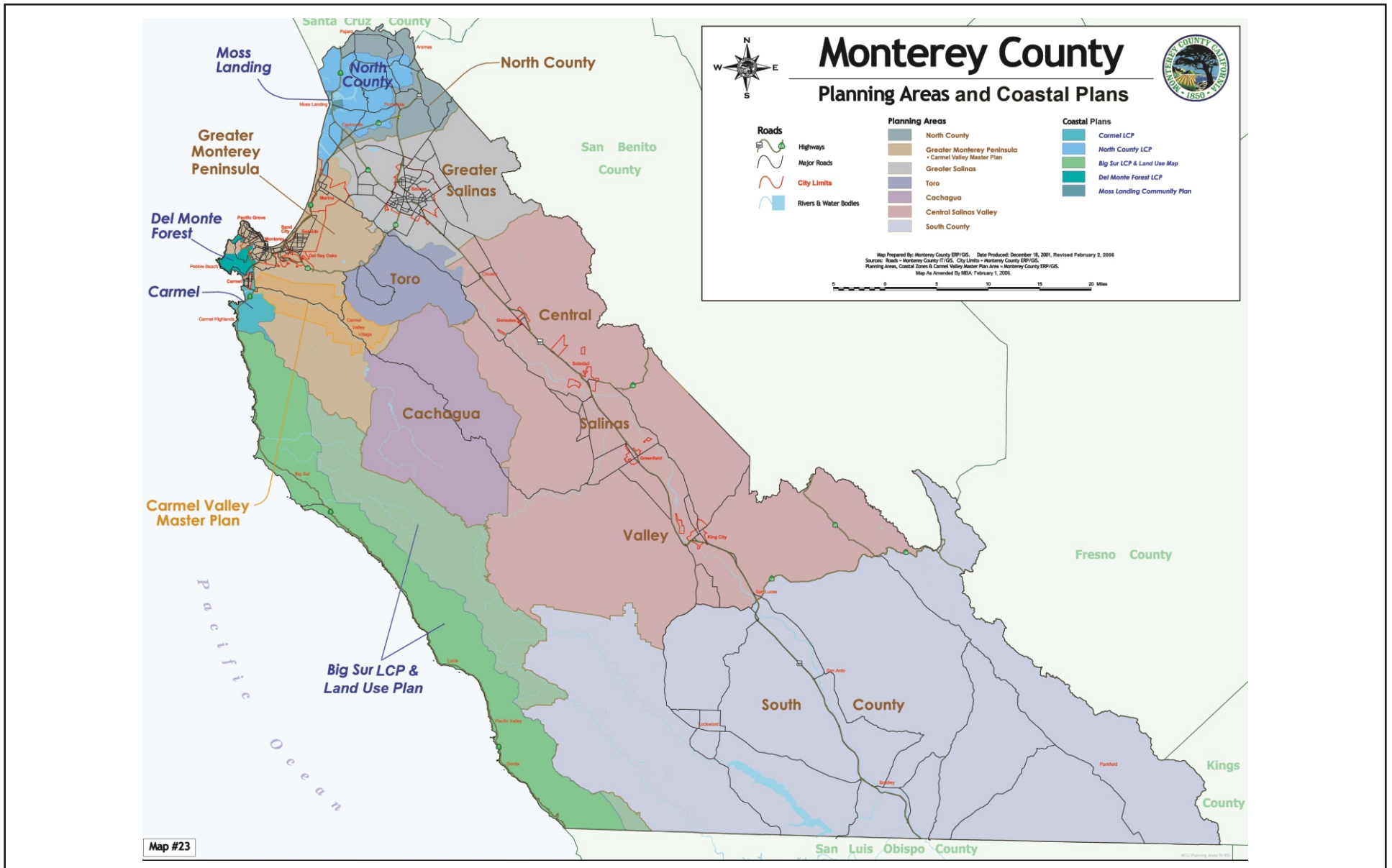
Coastal Plans

- Carmel Local Coastal Plan (LCP)
- North County LCP
- Big Sur LCP and Land Use Plan
- Del Monte Forest LCP
- Moss Landing Community Plan

By observation of the location and activities/character of the areas, the following combinations of areas make sense for starters. The final determination regarding a multiple zone case should be made in conjunction with subsequent task efforts involving traffic forecasts, project identification, and select link studies.

POTENTIAL COMBINATIONS OF AREAS AS ZONES

Zone Number	Name	Planning Areas	Coastal Plan Areas
1	North County	North County	Moss Landing Community Plan North County LCP
2	Greater Salinas	Greater Salinas Toro	
3	Greater Monterey Peninsula	Greater Monterey Peninsula	Del Monte Forest LCP Carmel LCP
4	Coast	Cachagua	Big Sur LCP and Land Use Plan
5	Central Salinas Valley	Central Salinas Valley	
6	South County	South County	



Source: Monterey County ERP/GIS, December 18, 2001.



Michael Brandman Associates

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Exhibit 2
 Monterey County General Plan
 Planning Areas and Coastal Plans

MONTEREY COUNTY GENERAL PLAN UPDATE
 ENVIRONMENTAL IMPACT REPORT

Next Steps

The Task Force is requested to comment on the information presented above so that further refinements can be made as the traffic forecasting task gets underway.

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Appendix – Monterey County Major Roadway Network

Deliverable 1 Network and Benefit Zones

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Network Identification

As the first step in the process for preparing deficiency and select link analyses for this study, the TAC subcommittee, or Task Force, reviewed and approved the proposed regional roadway network to be analyzed in the nexus study. The task force identified the regional transportation highway and road network that would be eligible for participation in the regional impact fee program. The importance of this task was to provide a baseline from which all projects would flow. Without this step, local projects may have been given a higher priority, and regional improvements would not be fundable. The analysis included verification of regional networks in accordance with prior documents such as the RTP, the County General Plan, and local cities General Plans. Figures 2 and 3 indicate the major roadway network for Monterey County.

Figure 2 –Major Roadway Network, Central and Northern Areas

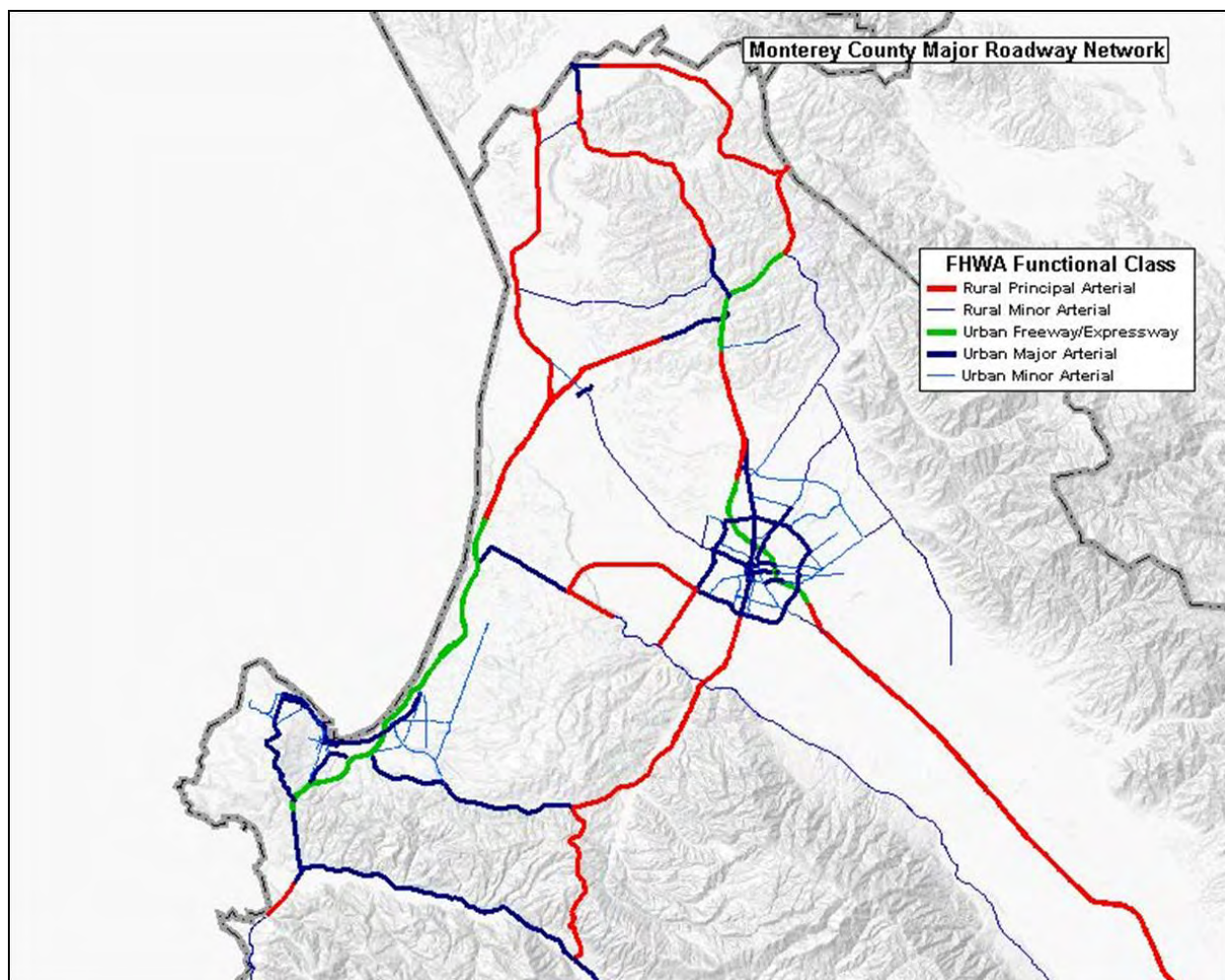
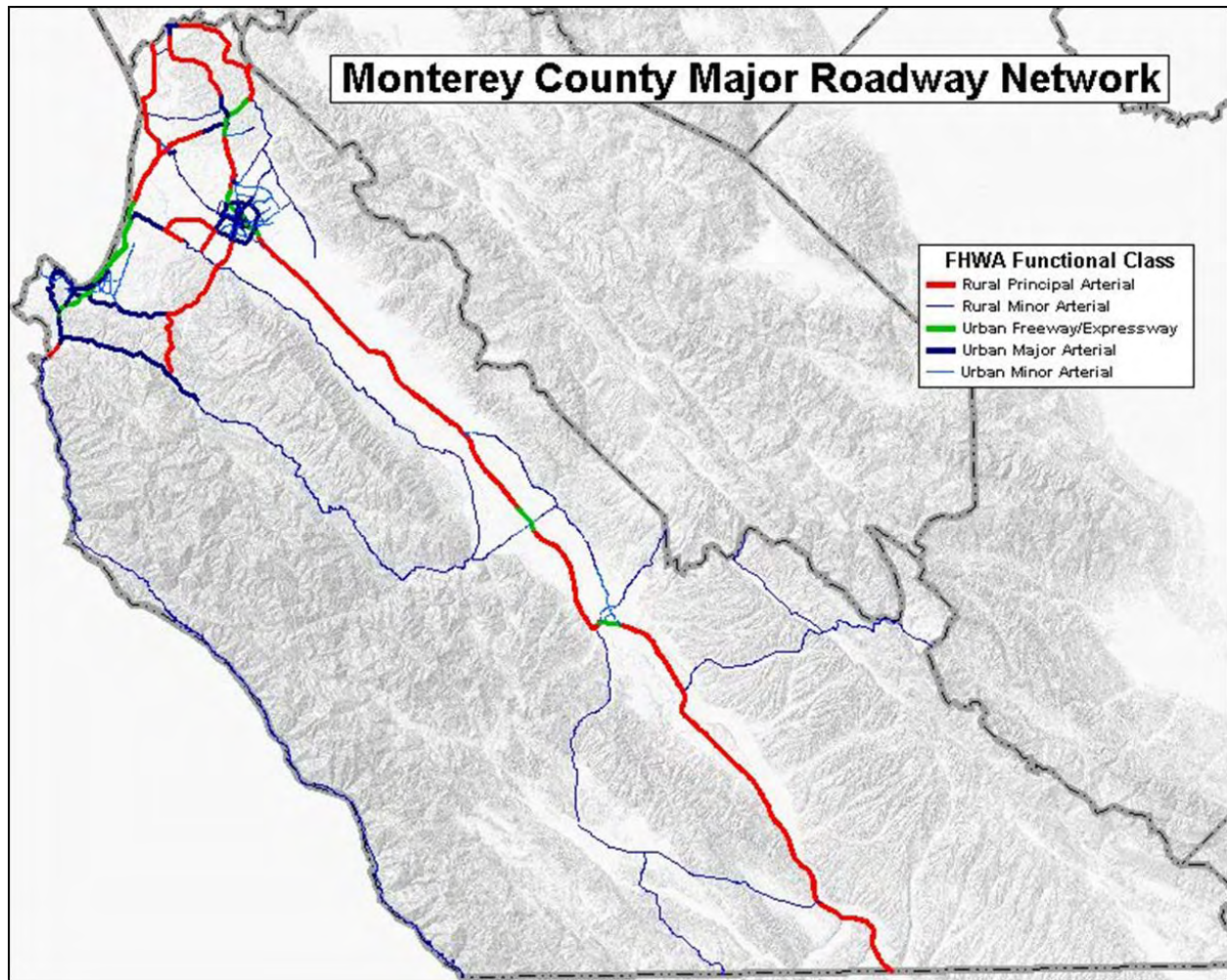


Figure 3 – Major Roadway Network, Central and Southern Areas



Confirm Level of Service Standards

Standards for levels of service (LOS) for each roadway segment were identified based on adopted Monterey County Congestion Management Program standards (LOS D on a range of A through F for most segments on the CMP roadway network), existing performance and local community expectations. This step reaffirmed the level of service standards established in prior documents (LOS D). The Regional Impact Fee Task Force further approved the use of a LOS D standard for the deficiency and select link analyses executed for this nexus study. It was determined that AMBAG's methodology for evaluating levels of service, which is based on the 2000 Highway Capacity Manual 2000 methods for peak hour, peak direction traffic, would be used in this analysis. The AMBAG model capacity and level of service methodology is described in more detail in Appendix B3.