

Transportation Agency for Monterey County
Regional Development Impact Fee Program
2016 Strategic Expenditure Plan

Revenue Estimates	Previous Cycle 2009-2015	Tier 1 2016-2018	Tier 2 2019 - 2024	Tier 3 2025 - 2030
Revenue Distribution Forecasts (Derived from the 2014 Regional Transportation Plan)		5%	48%	47%
Regional Fees Collected (Estimated)	\$ 5,028,134	\$ 2,001,672	\$ 43,085,122	\$ 42,187,515
Balance from Previous Cycle		\$ 2,486,361	\$ 2,066,914	\$ 18,178,695
Total Estimated Revenues	\$ 5,028,134	\$ 4,488,034	\$ 45,152,036	\$ 60,366,211

Completed Projects	Previous Cycle 2009-2015	Tier 1 2016-2018	Tier 2 2019 - 2024	Tier 3 2025 - 2030
US 101 San Juan Road Interchange	\$ 2,234,375			
Total Regional Fee Expenditures on Completed Projects	\$ 2,234,375	\$ -	\$ -	\$ -

Expenditure Projections	Total Project Cost	Regional Fee Share of Cost	Previous Cycle 2009-2015	Tier 1 2016-2018	Tier 2 2019 - 2024	Tier 3 2025 - 2030
SR-1 Widening	\$ 57,788,698	\$ 2,763,674				\$ 2,763,674
SR-68 (Holman Hwy) Roundabout	\$ 27,258,820	\$ 811,534		\$ 792,514	\$ 19,020	
SR-156 Improvements	\$ 141,745,863	\$ 7,821,264		\$ 1,316,401	\$ 6,504,863	
Marina-Salinas Corridor	\$ 92,679,987	\$ 20,809,811				\$ 20,809,811
Del Monte Corridor Improvements	\$ 44,032,000	\$ 2,446,104			\$ 2,446,104	
US-101 - South County Phase 1 (Frontage Rds - Salinas to Chualar)	\$ 82,262,123	\$ 24,227,042			\$ 9,690,817	\$ 14,536,225
US-101 South County Phase 2 (Harris Road Interchange)	\$ 59,046,019	\$ 7,341,537				\$ 7,341,537
SR-68 Commuter Improvements	\$ 26,168,467	\$ 4,314,864	\$ 307,398	\$ 312,205	\$ 3,695,261	
US 101 Widening from Airport Blvd to Boronda Rd	\$ 53,248,000	\$ 8,292,120				\$ 8,292,120
G11 San Juan Road Improvements	\$ 73,625,600	\$ 2,817,236			\$ 2,817,236	
G12 San Miguel Canyon Improvements	\$ 56,320,000	\$ 6,622,844				\$ 6,622,844
Salinas Road Improvements	\$ 15,564,800	\$ 1,800,040			\$ 1,800,040	
Total Regional Fee Projected Expenditures	\$ 729,740,377	\$ 90,068,069	\$ 307,398	\$ 2,421,120	\$ 26,973,340	\$ 60,366,211

Additional Projected Revenue Sources from 2014 Regional Transportation Plan

The Regional Development Impact Fee provides one source of funding to cover the costs of the fee program projects. Each of these projects are listed on the constrained list for the 2014 Regional Transportation Plan. The financial element of the 2014 Regional Transportation Plan has identified a sufficient pool of forecasted funding from various sources to fully fund these projects. Those funding sources include: City / County Developer Fees; FORA Capital Improvement Program Fees; Countywide Transportation Improvement Measure; Highway 156 Toll Revenues; State Transportation Improvement Program; and Regional Surface Transportation Program.