

Fort Ord Reuse Authority Fee Reallocation Study

DRAFT

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Executive Summary

Purpose

The purpose of this report is to present the results of the Fort Ord Reuse Authority (FORA) Fee Reallocation Study including the deficiency analysis and fee reallocation, and to describe the final project steps.

The analysis looked at a Build 2015 Capital Improvement Program (CIP), a Build Alternative, and No Build scenario and the resulting future traffic congestion under each. The results of the No Build scenario shows that, by 2035, if FORA does not build the FORA CIP transportation projects, seven of the existing roadways in the current FORA project list will operate at deficient levels (Levels of Service E or F). If FORA completes the CIP transportation projects (Build 2015 or Build Alternative scenario), the study roadways would operate at acceptable levels of service (Levels of Service D or better). The **Build 2015 CIP** and **Build Alternative CIP** analysis shows two roadways (Reservation Road between Davis and Watkins Gate Roads, and Eastside Parkway) would operate at a LOS D/E by 2035 (however, these two LOS D/E roadways are within the margin of error to the acceptable LOS D). This analysis shows that the FORA CIP projects provide sufficient improvement to the roadway network to address future growth-related transportation deficiencies.

Due to costs and other constraints of widening Highway 1 between Fremont Boulevard and Del Monte Boulevard, the **Build Alternative CIP** was considered that provides enhanced transit service, interchange, and other roadway operational improvements. Conceptual transit improvements analyzed included Bus-On-Shoulder operations along Highway 1 and enhanced transit service along corridors. Kimley-Horn's major findings were that 1) approximately 70% of the future traffic growth that would have otherwise been accommodated by a Highway 1 widening is anticipated to be accommodated by Del Monte Boulevard, Fremont Boulevard, and General Jim Moore, and that 2) transit ridership in the Association of Monterey Bay Area Government's Regional Travel Demand Model is projected to increase in the future.

Using the resultant analysis included within this document, a revised cost allocation of the remaining FORA obligations was prepared. It is important to note that although the FORA fee was previously calculated in a manner similar to a typical impact fee, it is in fact a Mello-Roos tax, and, as such, this allows for flexibility in determining specific methods for cost reallocation such that they best support the Fort Ord Reuse Authority and local jurisdiction goals and policies. As such, two options are presented for the reallocation methodology: Nexus Approach and Fund Local Projects First Approach.

Accordingly, for the purpose of maintaining consistency with prior work, the cost obligation maintained 2005 as the basis for determining existing deficiency. This avoids substantial changes in FORA funding prioritizations that might otherwise occur as the result of new improvements or other circumstances resulting in changes to existing deficiencies. Furthermore, recognizing that the FORA obligation can not be increased beyond the limit originally established in the 2005 study (as inflated by the Construction Cost Index), the results of the fair share analysis were recalculated using a weighting methodology so that the total obligation for

the projects in aggregate remained within the funding limit. Similarly to what was undertaken in the 2005 study, it is anticipated that the resultant reallocation will be further refined to reflect the priorities of FORA and local jurisdictions.

Recommendations

Based on these findings, Kimley-Horn recommends that FORA confirm the **Build Alternative CIP** transportation network as the same as the **Build 2015 CIP** transportation network with the following changes:

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

It is further recommended that the cost reallocation included within this document as **Exhibit 20** be used as the starting point for updating the FORA CIP Obligations, recognizing that it is likely that further adjustments will be necessary based on Fort Ord Reuse Authority and local jurisdiction direction. In particular, the FORA Administrative Committee has recommended using Option B from **Exhibit 21** as the basis for the reallocation.

Option B - Local First (New, Local Improvements receive 100% funding)

Total Transportation Obligation (Fixed by Implementation Agreement, Indexed to 2016 Dollars)							TOTAL	\$ 114,195,961
Proj	Description	% New Trips	Attributal cost (to new traffic)	5 Indexed Construction Estim	Fee Basis	% Obligation	2017 \$ Obligation	
-	-	A	B	C	D= [A x B x C]	E	[D x E]	
In-Progress Obligations / Fixed Amount								
2B	Davis Rd s/o Blanco	100%	-	\$ 12,733,317	\$ 12,733,317	100%	\$ 12,733,317	
FO9B (Ph-II)	GJM Blvd-Normandy to McClure	100%	-	\$ 1,083,775	\$ 1,083,775	100%	\$ 1,083,775	
FO12	Eucalyptus Rd	100%	-	\$ 532,830	\$ 532,830	100%	\$ 532,830	
Local Improvements								
8	Crescent Ave extend to Abrams	100%	100%	\$ 1,246,956.41	\$ 1,246,956	100%	\$ 399,956	
FO2	Abrams	100%	100%	\$ 1,044,326.06	\$ 1,044,326	100%	\$ 1,044,326	
FO5	8th Street	100%	100%	\$ 5,967,035.40	\$ 5,967,035	100%	\$ 5,967,035	
FO6	Intergarrison	100%	100%	\$ 5,857,043.97	\$ 5,857,044	100%	\$ 5,857,044	
FO7	Gigling	100%	100%	\$ 7,868,017.39	\$ 7,868,017	100%	\$ 7,868,017	
FO11	Salinas Ave	100%	100%	\$ 4,177,304.25	\$ 4,177,304	100%	\$ 4,177,304	
FO13B	Eastside Pkwy (New alignment)	100%	100%	\$ 17,236,166.74	\$ 17,236,167	100%	\$ 17,236,167	
FO14	S Boundary Road Upgrade	100%	100%	\$ 3,457,943.76	\$ 3,457,944	100%	\$ 3,457,944	
FO20	2nd Ave Extention	100%	100%	\$ -	\$ -	0%	\$ 847,000	
Sub-Total of Local Improvements and In-Progress Obligations							Sub-Total	\$ 61,204,716
Total Transportation Obligation - (Less Local Improvements + In-Progress Obligations)							Remainder	\$ 52,991,245
Regional Improvements								
Proj	Description	% New Trips	Attributal cost (to new traffic)	2016 Indexed Construction Estimate	Fee Basis	% of Remaining Obligation (\$52,991,245)	2017 \$ Obligation	
R3	Hwy 1-Seaside Sand City	100%	19%	\$ 61,870,182.77	\$ 11,675,319	28%	\$ 14,595,032	
R10	Hwy 1-Monterey Rd. Interchange	27%	43%	\$ 26,260,455.35	\$ 3,102,136	7%	\$ 3,877,905	
R11	Hwy 156-Freeway Upgrade	18%	30%	\$ 270,853,911.23	\$ 14,626,111	35%	\$ 18,283,746	
R12	Hwy 68 Operational Improvements	5%	5%	\$ -	\$ -	0%	\$ -	
1	Davis Rd n/o Blanco	31%	46%	\$ 4,332,287.69	\$ 619,874	1%	\$ 774,890	
4D	Widen Reservation-4 lanes to WG	87%	67%	\$ 13,886,418.80	\$ 8,082,104	19%	\$ 10,103,242	
4E	Widen Reservation, WG to Davis	77%	74%	\$ 7,561,911.23	\$ 4,284,885	10%	\$ 5,356,431	
Sub-Total of Regional Improvements							Sub-Total	\$ 52,991,245
							OPTION B TOTAL	\$ 114,195,961