MONTEREY COUNTY PLANNING COMMISSION

Meeting: February 26, 2014 Time: 9:00 A.M	**Agenda Item No.: 6**
Project Description: Hold a public workshop to consider and provide direction to staff on implementing a Countywide Traffic Impact Fee program pursuant to Monterey County 2010 General Plan Policies C-1.2.c and C-1.8.	
Project Location: Countywide	**APN:** County-wide
Planning File Number: REF130108	**Applicant:** County of Monterey
Planning Area: County-wide	**Flagged and staked:** N/A
Zoning Designation: : County-wide	
CEQA Action: Statutory Exempt	
Department: RMA – Public Works & RMA - Planning	

RECOMMENDATION:
Consider and provide direction to staff on implementing a Countywide Traffic Impact Fee program pursuant to Monterey County 2010 General Plan Policies C-1.2.c and C-1.8.

PROJECT OVERVIEW:
The 2010 Monterey County General Plan Circulation Element policies C-1.2.c and C-1.8 direct staff to develop a Monterey County-wide Traffic Impact Fee Program. The purpose of this workshop is to present the Monterey Countywide Traffic Impact Fee Nexus Study (Nexus Study). A summary of the Nexus Study is included as Exhibit 'A' and the detailed study is attached as Exhibit 'B' and addresses the California requirements for a fee program identified in Government Code section 66001a.. Additionally, in accordance with the Mitigation Fee Act (Government Code Section 66000 Et Seq.), the fee program will raise funds from future development to pay its fair share cost of proposed transportation network improvement projects as related to proposed development impacts. The nexus (Exhibit B) study was prepared in support of Policy C-1.8 of the 2010 Monterey County General Plan. The study identifies the projects to be funded by the fee program, presents the fees to be implemented, and documents the nexus between the impacts of development and the fees (see the Executive Summary the Nexus Study). The proposed fee program, as stated in General Plan Policy C-1.8, will replace the imposition of the ad hoc fee and will address impacts that are direct or cumulative to county roadways not in the immediate vicinity of development (Tier 2) in unincorporated county areas.

The Countywide Traffic Fee Program could not be implemented within the eighteen (18) month timeline established by General Plan due to pending litigation on the 2010 General Plan and the required coordination with the Transportation Agency of Monterey County (TAMC) regarding the 2013 TAMC Regional Development Impact Fee Update which was adopted on August 2013 by the Board of Supervisors.

OTHER AGENCY INVOLVEMENT: The following agencies and departments reviewed this fee program:

✓RMA - Planning Department
✓Transportation Agency of Monterey County (TAMC)

The Nexus Study was presented to the Streamline Task force (STF) on December 6, 2013. No Comments were received as a result.

Prepared by: Saba Engineer, P.E., Senior Civil Engineer, (831) 755-4940, engineers@co.monterey.ca.us

Approved by:

Robert K. Murdoch, P.E., Director of Public Works
Dated: February 12, 2014

cc: Front Counter Copy; Planning Commission; All LUACs; California Coastal Commission; Carl Holm, Resource Management Agency (RMA), Marti Noel, RMA; Bob Murdoch, RMA – Public Works; Saba Engineer, RMA – Public Works; Jacqueline R. Onciano, Planning Services Manager; Carol Allen, Senior Secretary; Debbie Hale, Transportation Agency of Monterey County; Adam Danberg, Kimley–Horn and Associates, Inc.,; The Open Monterey Project (Molly Erickson); LandWatch (Amy White); Streamlining Task Force (Ernie Mill); Planning File REF130108

Attachments: Exhibit A - Discussion and Traffic Impact Fee Nexus Study Summary
Exhibit B - Monterey Countywide Traffic Impact Fee Nexus Study
Exhibit C - Monterey County Fee by Land Use

This report was reviewed by Jacqueline R. Onciano, Planning Services Manager, Long Range Planning

EXHIBIT A

DISCUSSION AND TRAFFIC IMPACT FEE NEXUS STUDY SUMMARY

EXHIBIT A
DISCUSSION AND
TRAFFIC IMPACT FEE NEXUS STUDY SUMMARY

The 2010 Monterey County General Plan calls for the establishment of a countywide traffic impact fee program. The policies that guide in the development of the fee program are stated in General Plan Policies C-1.2 c. and C-1.8

Policy Basis

Item	Monterey County 2010 General Plan Policy Basis
C-1.2.c	The goal of achieving the level of service noted in *Policy C-1.1* is to be pursued through a combination of: a. Expenditures from available funds out of the County Road Fund: b. Circulation improvements that mitigate direct on site and off site development project impacts (see *Policy C-1.3*); c. Development and adoption of a Traffic Impact Fee (TIF) as part of a Capital Improvement and Financing Plans (CIFP) to: 1. Identify and prioritize the improvements to be completed in the benefit areas over the life of the General Plan; 2. Ensure a funding mechanism for transportation improvements to county facilities in accordance with *Policy C-1.8.* 3. Categorize transportation projects as "high," "medium," or "low" priority
C-1.8	Development proposed in cities and adjacent counties shall be carefully reviewed to assess the proposed development's impact on the County's circulation system. The County, in consultation with TAMC and Monterey County cities shall, within 18 months of adoption of the General Plan, develop a County Traffic Impact fee that addresses Tier 2 impacts of development in cities and unincorporated areas. From the time of adoption of the General Plan until the time of adoption of the County Traffic Fee, the County shall impose an ad hoc fee on its applicants based upon a fair share traffic impact fee study.

The countywide fee program will collect fees from development/project applications that have direct impact on unincorporated County roadways that are not regional roadways. The fee program nexus study identifies the projects to be funded by the fee program, the fees to be implemented, and documents the nexus between the impacts of development and those fees. Fees

are assessed based on the general location of development and its respective impact on deficient segments within the County-wide transportation network.

The Monterey County General Plan identifies three tiers of traffic impacts.

They are:

Tier 1	County Local Roadways - Impacts that are direct impacts on site, or off-site, but in the immediate vicinity of the proposed development/project.
Tier 2	County Collecting Roadways - Impacts that are direct or cumulative impacts to county roadways not in the immediate vicinity of proposed development/project.
Tier 3	TAMC Regional Roadways - Impacts to regional roadways and highways identified in the TAMC Regional Development Impact Fee Program.

The countywide fee program would collect impact fees to help fund improvements on Tier 2 roadways that are not considered regional roadways. The countywide fee program would apply to all new development within unincorporated Monterey County and within cities that are party to the fee program through a separate signed agreement with the County, such as the City of Salinas, except where otherwise exempted. The countywide fee program is not anticipated to be applied within the jurisdiction of cities located in the County that do not have a negotiated memorandum of understanding. The countywide fee program will also not be applied to new development in the Fort Ord territory, the Carmel Valley Master Plan area, and the Cachagua Planning Area. These areas currently pay into established, geographically-focused fee programs that mitigate the Tier 2 impacts of development in those specific areas. Impacts to Tier 3, regional roadways and highways identified in the Transportation Agency for Monterey County (TAMC) Regional Development Impact Fee Program, would be subject to the TAMC regional traffic impact fee program, as specified in General Plan Policy C.1-7. Development/projects with impacts to Tier 2 and Tier 3 would be assessed both the TAMC regional transportation impact fee (to address Tier 3 impacts) and the countywide fee (to address Tier 2 impacts), as stated in General Plan Policy C.1-11. The TAMC fee program applies to all development in Monterey County, except where specifically exempted.

Additional Fee Program

i) Agricultural and Winery Corridor Plan (AWCP).

In accordance with General Plan Policy C-1.12, Monterey County staff is developing a fee program as a funding mechanism for the Agricultural and Winery Corridor Plan (AWCP). The AWCP fee program would fund improvements to roadways identified in the AWCP that are either not analyzed in the countywide fee program or are identified to be deficient in whole or in part specifically due to the expansion of the wine-related uses within the Plan area. Therefore, new development that is governed by the AWCP would be responsible for the impact fee associated with the AWCP Capital Improvement and Financing Plan, in addition to the countywide fee and the TAMC regional traffic impact fee. Public Works staff is reviewing preliminary list of identified deficiencies along the corridor and anticipated to come to Planning Commission in fall of 2014.

ii) Carmel Valley Traffic Improvement Program

In accordance with Carmel Valley Master Plan Supplemental Policies to the General Plan, Monterey County staff is working on developing Carmel Valley Traffic Improvement Program (CVTIP) to evaluate the conditions of Carmel Valley Road and identifies projects designed to maintain the level of service (LOS) standards as adopted by Monterey County General Plan. Public Works staff is working on identifying the deficiencies along Carmel Valley Road and anticipated to come to the Planning Commission in fall of 2014.

As identified in the Monterey County General Plan, and documented in the analysis appended to the nexus study report, several roadway segment deficiencies are forecast to occur by 2030 in Monterey County as the cumulative result of future development. In order to address these deficiencies, the program proposes over $142 million in transportation improvements spread over nine (9) identified projects. The fee program itself seeks to raise over $79 million to compensate for future development's impact on Monterey County roads and fund the fair share portion of those $142 million worth of improvements. The remainder of identified improvement project costs are associated with existing deficiencies and/or future trips to be generated outside of areas covered by this fee program. These expenses will be covered by funding sources other than the fee program. The proposed improvements will serve to mitigate forecast deficiencies throughout the County and address development's cumulative impacts (Tier 2 impacts). The nine projects included in the fee program are:

FEE PROGRAM PROJECTS	
PROPOSED PROJECTS	**PROJECT DESCRIPTION**
G-17 Widening (Reservation Road)	Widen to four travel lanes with Class II bike lanes on Reservation Road from Davis Road to SR-68.
Corral de Tierra Road Improvements	Perform intersection improvements at Corral de Tierra and Robley Road.
Crazy Horse Canyon Road Improvements	Add passing lanes and construct Class II bike lanes from San Juan Grade Road to US-101.
Espinosa Road Widening	Widen to four travel lanes with Class II bike lanes on Espinosa Road between SR-183 and US-101.
Harris Road Widening	Widen to four lanes on Harris Road from Harris Court to Salinas City Limit.
Hebert Road/Old Stage Road Widening	Widen Hebert Road to four lanes from San Juan Grade Road to Old Stage Road and widen Old Stage Road to four lanes from Hebert Road to Salinas City Limit. Install traffic signals at Old Stage Road/Natividad Road and San Juan Grade Road/Hebert Road. Add turn lanes and shoulder improvements on Old Stage Road from Natividad Road to the Salinas City Line. Provide signage to designate as a Class III bike route.
Pine Canyon Road Improvements	Add turn lanes and Class II bike lanes on Pine Canyon Road from Pine Meadow Drive to Jolon Road (County Road G14). Construct traffic signal and perform intersection improvements on Pine Canyon Road at Jolon Road.
Rogge Road Improvements	Construct a traffic signal at the intersection of Rogge Road and San Juan Grade Road.
San Juan Grade Road Improvements	Widen to four lanes and construct raised center median from Hebert Road to Crazy Horse Canyon Road. Add Class II bike lanes on San Juan Grade Road along project extent. Install traffic signal and re-align San Juan Grade Road/Crazy Horse Canyon Road intersection.

Where recommended in the *TAMC Bicycle and Pedestrian Master Plan* (2011) County also adopted related sections) , several projects include the addition of on-street bicycle facilities, as either Class II bike lanes or as designated Class III bike routes. This is consistent with General Plan Policy C-9.2.

In order to develop an equitable fee program with an established nexus, whereby development only pays to improve deficiencies that it contributes to, the fee will vary based on location within Monterey County. The fee program will include a four-zone benefit zone structure, consistent with the TAMC fee program. The benefit zone structure includes the following zones: North County, Peninsula/South Coast, Greater Salinas and Salinas Valley/South County. The fair share

roadway improvement cost is distributed over all new development in each zone based on the future development trips generated on improved roadways. Therefore, the fees are dependent on the extent of benefits to development from the improvement projects.

The four-zone fee comparison between TAMC and County fees per zone by land use is summarized in the table below.

Comparison between TAMC Regional Development Impact Fee 2013 & County Traffic Impact Fee 2014 (Per trip)

Description	Zone 1 North County	Zone 2 Greater Salinas	Zone 3 Peninsula	Zone 4 South County
TAMC	$460	$327	$209	$467
County	$370	$256	$133	$262

These fees should be applied to all new applicable development projects that cause an increase in trips compared to existing uses or are built on vacant parcels, except where otherwise exempted. As noted earlier, these fees will only be applied to development in unincorporated Monterey County and within cities with an active memorandum of understanding indicating participation.

As specified by the Monterey County General Plan, the Countywide Traffic Impact Fee is to be developed and adopted as part of a Capital Improvement and Financing Plan (CIFP). The projects identified within the nexus study will be incorporated into the CIFP. The CIFP will provide an overview of the project cost estimates, expected revenues from the fee program, other sources of funding for each project, and a draft timeline for project delivery. Environmental review of the countywide fee program is ongoing. Subsequent to adoption, the fee will be reviewed every five years in conjunction with the CIFP to ensure a consistent nexus, identify the effect of changing land use on roadway deficiencies and remove projects that have been constructed.

NEXT STEPS:

Staff intends to draft an ordinance to establish the Monterey Countywide Traffic Impact Fee Program based on theNexus Study and bring it to the Board of Supervisor for approval along with appropriate environmental documents.

EXHIBIT B

MONTEREY COUNTYWIDE TRAFFIC IMPACT FEE NEXUS STUDY

MONTEREY COUNTYWIDE TRAFFIC IMPACT FEE NEXUS STUDY

Prepared for:

Prepared by:

Kimley-Horn and Associates, Inc.

February 12, 2014

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Executive Summary

The Monterey County General Plan (adopted October 2010) calls for the establishment of a countywide traffic impact fee program. This program, as stated in General Plan Policy C-1.8, will replace ad hoc fee imposition and will address Tier 2 impacts of development in unincorporated areas.

The County has retained Kimley-Horn and Associates, Inc. to prepare this fee program nexus study, which identifies the projects to be funded by the fee program, the fees to be implemented, and documents the nexus between the impacts of development and those fees. Fees are assessed based on the location of development and its respective impact on deficient segments within the Countywide transportation network. This document serves as a nexus study, addressing the California requirements for a fee program identified in Government Code 66001a.

The countywide fee program will collect impact fees to fund improvements on unincorporated County roadways that are not considered regional roadways. Roadways of regional importance are covered by the Transportation Agency for Monterey County (TAMC) regional traffic impact fee program, as specified in General Plan Policy C.1-7. The improvements in the countywide fee program will mitigate impacts on the local and collecting roadway network, not the regional network. There is no overlap of roadways to be improved in both the countywide and TAMC fee programs. Therefore, development in areas where the fee will be applied will be assessed both the TAMC regional transportation impact fee (to address Tier 3 impacts) and the countywide fee (to address Tier 2 impacts), as stated in General Plan Policy C.1-11.

The TAMC fee program applies to all development in Monterey County, except when otherwise exempted. The countywide fee program applies to all development within unincorporated Monterey County and within Cities that are party to the fee program through a separate signed agreement with the County, such as the City of Salinas, except where otherwise exempted. The countywide fee program is not anticipated to be applied within the jurisdiction of cities in the County that do not have a negotiated memorandum of understanding. The countywide fee program will also not be applied to development in the Fort Ord Reuse Authority boundary, the Carmel Valley Master Plan area, and the Cachagua Planning Area. These areas currently pay into established, geographically-focused fee programs that mitigate the Tier 2 impacts of development in those specific areas.

As identified in the Monterey County General Plan, and documented in the analysis appended to this report, several roadway segment deficiencies are forecast to occur in Monterey County as the cumulative result of future development. In order to address these deficiencies, the program proposes over $142 million in transportation improvements spread over nine (9) identified projects. The fee program itself seeks to raise over $79 million to compensate for future development's impact on Monterey County roads and fund the fair share portion of those $142 million worth of

improvements. The remainder of identified improvement project costs are associated with existing deficiencies and/or future trips to be generated outside of areas covered by this fee program. These expenses will be covered by funding sources other than the fee program. The proposed improvements will serve to mitigate forecast deficiencies throughout the County and address development's cumulative impacts (Tier 2 impacts).

The nine projects included in the fee program are:

FEE PROGRAM PROJECTS	
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Where recommended in the *TAMC Bicycle Master Plan* (2011) and/or *Monterey County General Bikeways Plan* (2008), several projects include the addition of on-street bicycle facilities, as either Class II bike lanes or as designated Class III bike routes. This is consistent with General Plan Policy C-9.2. Pedestrian and bicycle facilities will be considered and, where appropriate, provided as part of each of the improvement projects, consistent with General Plan Policy C-4.3.

The fee program will include a four-zone benefit zone structure, consistent with the TAMC fee program. The benefit zone structure includes the following zones: North

County, Peninsula/South Coast, Greater Salinas and Salinas Valley/South County. The total fee is distributed over all new development in each zone based on the future development trips generated on improved roadways. Therefore, the fees are dependent on the extent of benefits to development from the improvement projects.

The four-zone structure yields a range of fees per zone by land use, as summarized in the table below. The fee rates shown in the table represent blended rates per land use. The fees for specific land uses within each category are identified in **Table 7** of this report.

FEES BY LAND USE						
#	ZONE	FEE/DAILY TRIP	FEE/DU	FEE/KSF RETAIL	FEE/KSF OFFICE/ GOV'T	FEE/KSF OTHER
1	North County	$370	$3,121	$5,020	$4,099	$395
2	Peninsula-South Coast	$133	$1,118	$1,798	$1,468	$141
3	Greater Salinas	$256	$2,159	$3,473	$2,836	$273
4	Salinas Valley-South County	$262	$2,206	$3,548	$2,897	$279

These fees should be applied to all new development projects that cause an increase in trips compared to existing uses or are built on vacant parcels.

As specified by the Monterey County General Plan, the Countywide Traffic Impact Fee is to be developed and adopted as part of a Capital Improvement and Financing Plan (CIFP). The projects identified within this document will be incorporated into the CIFP. The CIFP will provide an overview of the project cost estimates, expected revenues from the fee program, other sources of funding for each project, and a draft timeline for project delivery.

1. Introduction

In order to address forecast traffic deficiencies throughout unincorporated Monterey County, the County is considering a traffic impact fee program to be assessed on future development in the County. In accordance with Assembly Bill 1600 (1989), this fee program will raise funds from future development to help pay for various transportation network improvement projects. This report develops a nexus between the development fees and the forecast deficiencies on the roadway network. Fees are assessed based on the location of development and its respective impact on deficient segments within the Countywide transportation network. This document serves as a nexus study, addressing the California requirements for a fee program identified in Government Code 66001a.

In compliance with Assembly Bill 1600, this funding mechanism only represents a portion of the required funding for each of the proposed projects. The program implements a traffic impact fee for unincorporated Monterey County and jurisdictions party to an applicable memorandum of understanding (MOU), such as the City of Salinas, in order to raise money to account for future development's cumulative share of traffic on roads in unincorporated Monterey County. The share of funding corresponding to out-of-county traffic and existing traffic on roadways already operating deficiently under current conditions will come from other sources, including grants, general fund contributions, and state transportation funds.

In order to develop an equitable fee program, whereby development only pays to improve deficiencies that it contributes to, the fee will vary based on location within Monterey County. The four zone structure is consistent with the regional transportation impact fee program that is currently being implemented by the Transportation Agency for Monterey County (TAMC). This allows larger fee amounts to be collected from the portions of the county reaping greater benefits from the proposed improvements. Therefore, development will not be paying for improvements from which it does not receive any benefit.

The traffic impact fee program described in this study fulfills the requirements set forth by, and is consistent with, the Monterey County General Plan (October 2010). The fee program, as stated in General Plan Policy C-1.8, will replace ad hoc fee imposition and will address Tier 2 impacts of development in unincorporated areas. As noted in Policy C-1.10, this fee program is in addition to the TAMC regional traffic impact fee program, which addresses regional Tier 3 impacts.

The countywide fee program analyzed in this document collects impact fees to fund improvements on unincorporated County roadways that are not considered regional roadways and covered by the TAMC regional traffic impact fee program, as specified in General Plan Policy C.1-7. The improvements in the countywide fee program will mitigate impacts on the local and collecting roadway network, not the regional network. There is no overlap of roadways to be improved in both the countywide and TAMC fee programs. Therefore, development in areas where the fee will be applied will be assessed both the TAMC regional transportation impact fee (to address Tier 3 impacts) and the countywide fee (to address Tier 2 impacts), as stated in General Plan Policy C.1-11.

The countywide fee program will not be applied to development in the Fort Ord Reuse Authority boundary, the Carmel Valley Master Plan area, and the Cachagua Planning Area. These areas currently pay into established, geographically-focused fee programs that mitigate the Tier 2 impacts of development in those areas. Monterey County is also implementing a fee program a funding mechanism for the Agricultural and Winery Corridor Plan (AWCP). The AWCP will fund improvements to roadways not analyzed in the countywide fee program or to address future deficiencies specifically created by the expansion of the wine-related uses within the Plan area. Therefore, development that is governed by the AWCP would be responsible for the impact fee associated with the AWCP Capital Improvement and Financing Plan, in addition to the countywide fee and the TAMC regional traffic impact fee.

The regional transportation model forecasts several roadway segment deficiencies in Monterey County. In order to address these deficiencies, the program proposes over $142 million in transportation improvements spread over nine (9) identified projects. The fee program itself seeks to raise over $79 million to compensate for future development's impact on Monterey County roads and fund the fair share portion of those $142 million worth of improvements. The improvements will serve to mitigate forecast deficiencies throughout the County and address development's cumulative impacts (Tier 2 impacts).

2. Methodology

2.1. Modeling

In order to determine future traffic conditions, the trips generated by future development, and to develop the program's project list, the Association of Monterey Bay Area Governments (AMBAG) Travel Demand Model was run under several scenarios. The model used for this analysis is consistent with the Monterey County General Plan. The horizon year land use incorporated in the model matches the General Plan and its accompanying environmental impact report (EIR). The model utilized has a Year 2000 base year and a Year 2030 horizon year, consistent with the General Plan EIR. The projects currently incorporated into the TAMC regional impact fee program were included in the Year 2030 baseline network since the projects have reasonable funding mechanisms already in place. The existing baseline network is the same as was used in the TAMC regional impact fee nexus study update. That network includes modifications to a few of the links in the network where inputs, including number of lanes, free flow travel time, and roadway classification were observed to be incorrect based on aerial photography.

2.1.1. Model Validation

The Association of Monterey Bay Area Governments (AMBAG) develops and maintains the regional travel demand forecasting model used in this analysis. The validated base year for the model represents the year 2000. The model produces traffic forecasts for daily, AM peak-hour and PM peak-hour conditions. According to AMBAG, the model was validated for daily conditions representing a 'typical weekday'. AM and PM peak-hour volumes from the model were not utilized in preparation of the Countywide traffic impact fee.

2.1.2. Model Runs

The following model runs were conducted using the AMBAG model:

1) 2000 Base Year scenario (Year 2000 network and 2000 land uses);
2) 2030 No Project scenario (Year 2000 network with TAMC regional impact fee projects and 2030 future land uses identified in the Monterey County General Plan).

Once the project list was developed, the following additional model runs were conducted incorporating the Year 2000 network plus the program projects:

3) 2000 with Projects scenario (improved network and 2000 land uses);
4) 2030 with Projects scenario (improved network and 2030 future land uses).

The 2000 with Project scenario run is strictly used in the determination of the share of traffic generated by future development. By analyzing what traffic would have been like on project improved roads with 2000 land uses, it is possible to isolate the traffic generated by future development from traffic generated or shifted by improved circulation patterns.

While the model runs discussed above provide the daily volume on each link in the model network, they do not indicate the origin or destination of those volumes. The origin and destination of trips on project roadways is the key information in determining zonal fee contributions. Therefore, select link runs were also conducted for each of the improvement projects. The select link runs indicate the start and end location of each trip on a specific roadway or selection of multiple roadways. For the purposes of this study, the origin/destination location for each trip on a specific roadway was aggregated into the specified benefit zones. The select link model runs were conducted on the improved roadway network using both Year 2000 and Year 2030 land uses. Since the origin and destination pattern for each project roadway is unique, one set of select link model runs was conducted for each of the different fee program projects.

2.2. Deficiency Analysis

The deficiency analysis was based on a link level volume to capacity ratio (v/c). Link capacities are based on daily volume level of service thresholds published in the Florida Department of Transportation (FDOT) Quality/Level of Service Handbook. The FDOT capacities were derived based on methods in the Highway Capacity Manual (Transportation Research Board Special Report 209). The level of service thresholds used in this analysis are included in **Appendix A**. The classification of each study area roadway segment was based on field observations and aerial photographs.

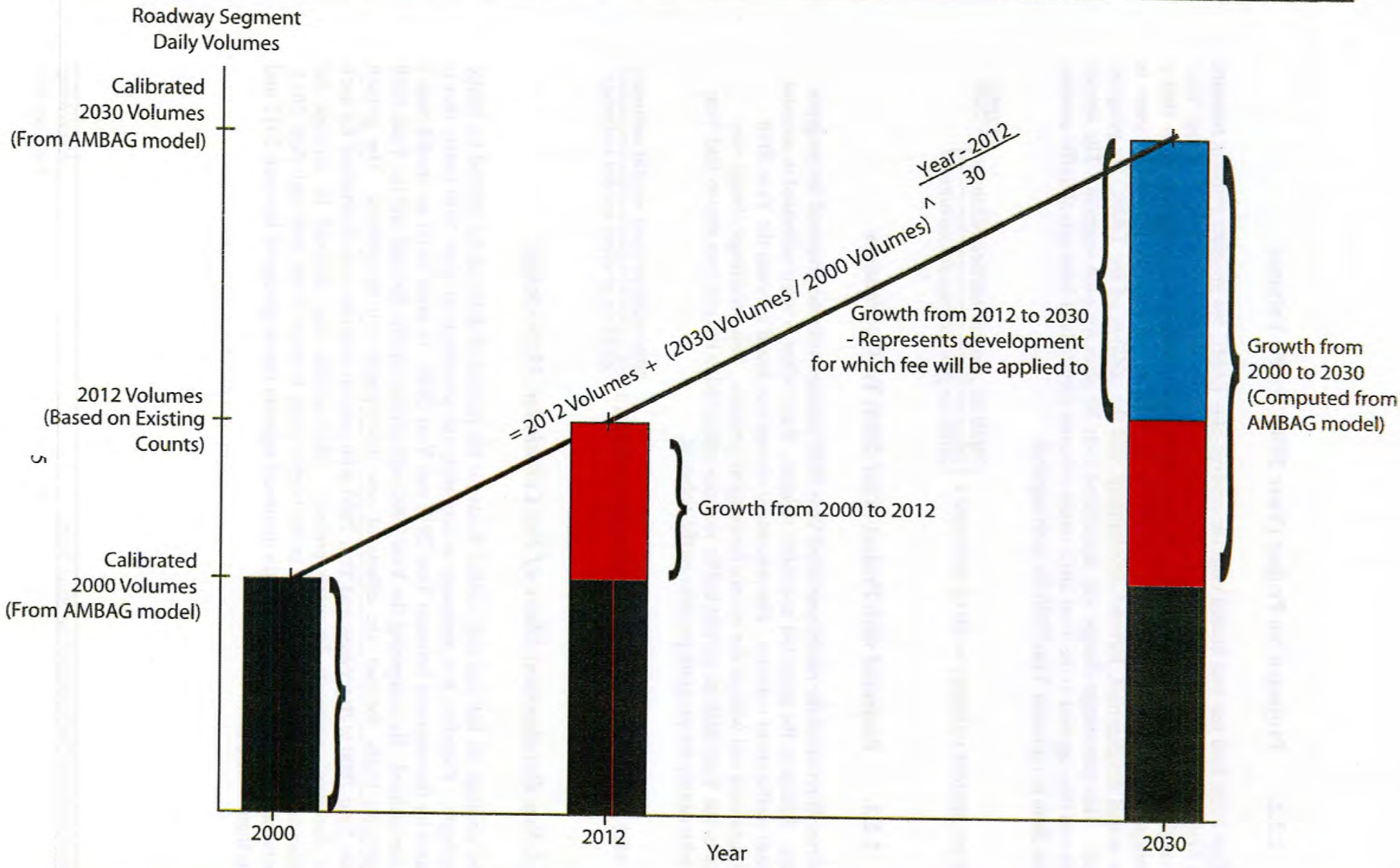
Monterey County has adopted an LOS D standard. For purposes of this analysis, deficiencies are identified as those facilities operating at LOS E or worse.

2.2.1. Baseline (Year 2012) Traffic Volumes

Volumes for existing conditions (2012) were obtained from actual traffic counts provided by the County. Volumes were derived from 2010 counts, as those were the most current at the time of the baseline analysis. Using the annual growth on each segment between 2006 and 2010, the 2010 traffic volumes were grown to obtain estimated 2012 traffic volumes.

$$2012\ volumes = 2010\ volumes + 2\ x\ \frac{2010\ volumes - 2006\ volumes}{4}$$

This computation is graphically depicted in **Figure 1**.



Kimley-Horn and Associates, Inc.

FIGURE 1
Volume Growth Calculation Methodology

097968000/Figures/volume growth.ai

2.2.2. Projected No Project (Year 2030) Traffic Volumes

The Year 2030 land use was loaded onto the existing plus TAMC fee program projects network as the first step in determining projected Year 2030 baseline volumes (model run 2). These Year 2030 model volumes were compared with Year 2000 model volumes (model run 1) to find a percentage change for each segment. The change in volumes between the two model years is due to actual development, forecast development, and the addition of the TAMC fee program projects. This percentage change was annualized over 30 years for each segment. The annual growth was then applied to the Year 2012 traffic volumes (determined from actual traffic counts) to grow them to represent Year 2030 for each segment.

$$2030\ no\ project\ volumes = 2012\ volumes\ x \left(\frac{2030\ no\ project\ model\ volumes}{2000\ no\ project\ model\ volumes}\right)^{\frac{18\ years}{30\ years}}$$

2.2.3. Projected with Project (Year 2030) Traffic Volumes

Model run 4) provided the model predicted Year 2030 volumes with the proposed fee program projects. Similar to the projected no project volumes, these volumes were calibrated to account for actual traffic count volumes. The percentage change was found between the Year 2030 model runs with and without the county fee program projects. This percentage change was applied to the Year 2030 no project traffic volumes calculated in the previous step to find Year 2030 with county fee program projects traffic volumes.

$$2030\ with\ project\ volumes = 2030\ no\ project\ volumes\ x\ \frac{2030\ with\ project\ model\ volumes}{2030\ no\ project\ model\ volumes}$$

2.3. New Development Share of Fee Calculation Methodology

The fee program by law can only collect funds for the portion of deficiencies created by future development. Therefore it is necessary to determine the percentage of Year 2030 traffic that is generated by development between Year 2012 and Year 2030. In order to do so, model runs 3 and 4 are utilized. By comparing the Year 2000 with projects traffic forecast and the Year 2030 with projects traffic forecast, the effects of new development can be isolated. The growth between Year 2000 with projects and Year 2030 with projects volumes was determined for each of the improved segments for each project. That growth was factored to account for development that has already occurred in the twelve years between Year 2000 and Year 2012. The percentage of 2030 volume for each improved segment that is generated between 2012 and 2030 is then calculated.

$$\text{New Development Share of Fee} = \frac{(\text{Year 2030 with project model volumes} - \text{Year 2000 with project model volumes}) * {}^{18\ years}/_{30\ years}}{\text{Year 2030 with project model volumes}}$$

The new development share of fee for each project is the volume weighted average of the above calculation for each improved segment.

2.4. Fee Calculation Methodology

2.4.1. Administration Fee Component

A one percent administrative fee, similar to the fee added to the TAMC regional impact fee, was added to the total amount of the program. This administrative fee includes the cost required for annual reporting and future updates to the program. A report will be prepared and presented annually to the Board of Supervisors, consistent with Government Code 66006b, summarizing the activity within the fee account for the previous fiscal year. The nexus study will also be re-evaluated every five years, consistent with Government Code 66001d.

2.4.2. Fee by Land Use

A number of steps were completed in order to convert the model output and project list into a fee by land use. These steps, discussed below, are also illustrated in **Figure 2**.

Future development in the county by benefit zone was obtained from the Monterey County General Plan and AMBAG model. The model contains several land use categories, including households, service, retail, government, industrial, construction, and farm. The latter three categories were compiled into an "other" category for the purposes of this analysis. In order to convert land uses to trips, current Institute of Transportation Engineers (ITE) trip rates were used. Representative land uses were selected for each of the land use categories. For households, a blend of single-family, apartment, and condominium rates were used, consistent with the *TAMC Regional Impact Fee Nexus Study Update (March 2008)*. This provided the total daily trip ends generated by each land use category for each benefit zone. The total number of trip ends obtained using the ITE methodology was similar to the total trip ends forecast to be generated in Monterey County by the AMBAG model. Model trips and ITE trips are not quite the same, since they are based on different factors with different land use categories. Additionally, model trip generation is calibrated to reflect base year conditions and local trip tendencies. The benefit of using ITE trips in determining the fee is that they can be applied to a wide variety of land uses and aren't dependent on vehicle ownership or income level, factors that aren't known for planned developments.

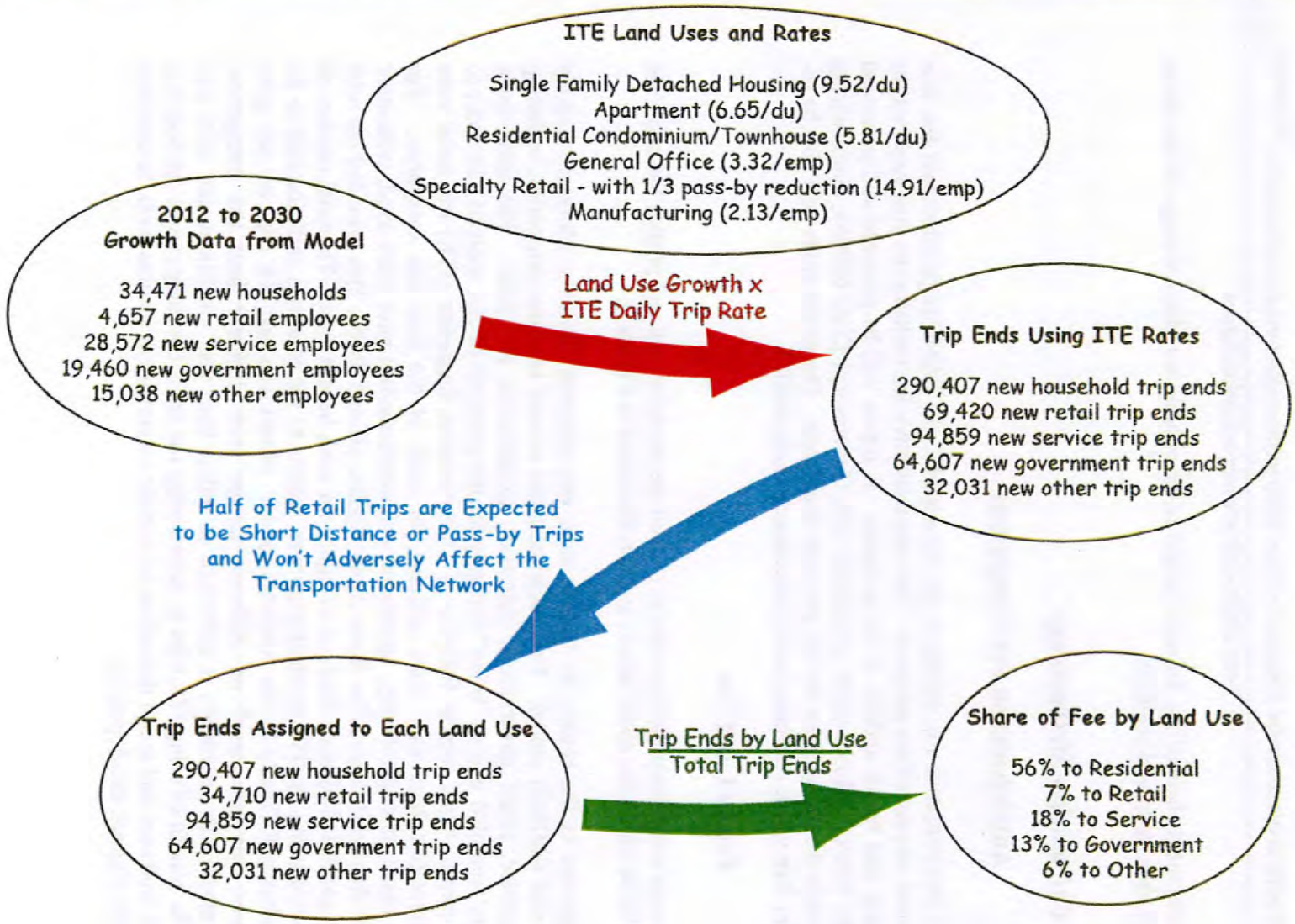


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FIGURE 2
Fee Calculation Process

Half of the retail trip ends were removed from the calculations, since retail trips are generally of shorter distance and many are linked trips or are diverted trips that are already on the transportation network. Furthermore, these trips are also frequently not on major roadways, instead affecting local or community streets, generally not included in this program. Therefore, many retail trips aren't impacting roadways within the fee program's study area. This reduction in trips will not affect the total amount collected by the program, but rather serves to reduce the retail component of the fee program. This is the same methodology as is used in the TAMC regional impact fee program.

Using the trip ends calculated by ITE trip generation rates and adjusted as described above, the share of total trips generated by each land use could be determined. Using this share, the total fee to be collected from each zone was distributed to each land use in each zone. The fee by zone by land use is then divided by the number of units of each land use in each zone to arrive at a unit fee. The units for non-residential land uses are in employees, since that is the unit for land use data provided by the model. The fee per employee is converted into a fee per thousand square feet (ksf) using conversion factors consistent with the *TAMC Regional Impact Fee Nexus Study Update*. These calculations are repeated for each scenario and provide a fee per residential unit or per ksf.

2.5. Carmel Valley Master Plan Area and Cachagua Planning Area

The Carmel Valley Master Plan area is currently paying traffic development impact fees for roadway improvements on county roads in the planning area. The fees on new lots in this planning area are substantially higher than what is proposed in this countywide study. Similarly, development projects in the Cachagua Planning Area are assessed a portion of the fees applied within the Carmel Valley Master Plan Area for roadway improvements in Carmel Valley. Therefore, the Carmel Valley Master Plan area and Cachagua Planning Area will be excluded from application of fees outlined by this study. Trips from these areas were removed from the select zone analysis. Therefore, other zones are not made financially responsible for deficiencies attributable to traffic created by the Carmel Valley Master Plan area or the Cachagua Planning Area. No roads within either of these area boundaries were included in the impact fee study area and no improvement projects are located within these areas. It is not intended for the fees outlined in this document to be applied to the Carmel Valley Master Plan area or Cachagua Planning Area. The funding for the portion of trips with trip ends within either of these two areas on project improved roads will come from sources other than the fee program.

2.6. Fort Ord Reuse Authority (FORA)

The FORA-managed development area is primarily located within unincorporated Monterey County near the cities of Marina, Seaside and Salinas and contains numerous development proposals that will impact the regional road system. FORA has implemented area-wide development impact fees to offset traffic impacts on the local and regional roadway system. The portion of the development impact fee assessed by the Authority for transportation-related projects is approximately $10,000 per residential dwelling unit, which is substantially greater than the fee determined by this study and tabulated in a later section of this report. Because

development in the Fort Ord Reuse Authority area is already paying for its local and regional impact mitigation, it is the position of TAMC and Monterey County that no additional fee need be applied to this development. Development planned to occur within the auspices of the Authority is included in the Regional Travel Demand Model. The area constituted its own unique zone during analysis and trips from this area were removed from the select zone analysis. Therefore, other zones are not made financially responsible for deficiencies attributable to traffic created within the FORA area. No roads within FORA boundaries were included in the impact fee study area and no improvement projects are located in the area. The funding for the portion of trips with trip ends in the FORA area on project improved roads will come from sources other than the fee program.

2.7. Incorporated Cities within Monterey County

The fees outlined in this study will not be applied to incorporated cities within Monterey County, exclusive of the City of Salinas. Proposed development within the City of Salinas will be required to contribute to the Countywide Traffic Impact Fee program, as specified in a Memorandum of Understanding (MOU) between the City of Salinas and Monterey County. The MOU requires development in the City of Salinas and the City's future growth area to contribute towards fee programs for both the County and the City. City of Salinas traffic is anticipated to heavily utilize a number of project roadways, while the contribution of trips from other cities in the County on project roadways is forecast to be minor.

Many of the incorporated cities in Monterey County already have local fee programs in place for roadway improvements on city roads within their respective jurisdictions. Excluding the City of Salinas, these areas are treated as their own unique zones during analysis and trips from these areas were removed from the select zone analysis. No roads within incorporated city boundaries were included in the impact fee study area and no improvement projects are located within these areas. It is not intended for the fees outlined in this document to be applied to these cities. While the deficiency analysis includes traffic associated with land uses within all incorporated cities in the County, the funding for the portion of trips with trip ends within incorporated cities on project improved roads will come from sources other than the fee program.

3. Study Area

The study area includes all County-classified roads (G-13 through G-20) and other major circulation roads throughout the County. County Roads G-11 (San Juan Road) and G-12 (Salinas Road/Elkhorn Road/Hall Road/San Miguel Canyon Road) were excluded from this analysis, as these facilities are already included as part of the TAMC fee program. In addition, the portions of G-16 and G-20 located within the Carmel Valley Master Plan area were excluded from this analysis, as further described in Section 2.5. **Figure 3** illustrates the transportation network analyzed in this fee update, also listed below.

3.1. County-Classified Roadways

- **County Road G13** (Bitterwater Road)
- **County Road G14** (Jolon Road/Interlake Road)
- **County Road G15** (Metz Road)
- **County Road G16** (Carmel Valley Road/Arroyo Seco Road/Elm Avenue)
- **County Road G17** (Reservation Road/River Road/Fort Romie Road/Arroyo Seco Road)
- **County Road G18** (Jolon Road)
- **County Road G19** (Nacimiento Lake Drive)
- **County Road G20** (Laureles Grade Road)

3.2. Other County Roadways

- **Alisal Road** from Salinas City Line to Old Stage Road
- **Alta Street** from US-101 to Gonzales City Line
- **Aromas Road** from San Juan Road (G-11) to County Border
- **Arroyo Seco Road** from Fort Romie Road (G-17) to US-101
- **Blackie Road** from Merritt Street (SR-183) to US-101
- **Boronda Road** from its southern terminus to Salinas City Line
- **Carpenteria Road** from San Juan Road (G-11) to County Border
- **Castroville Boulevard** from SR-156 to San Miguel Canyon Road (G-12)
- **Central Avenue** from Elm Avenue (G-16) to US-101
- **Chualar Road** from US-101 to Old Stage Road
- **Chualar River Road** from River Road (G-17) to Foletta Road
- **Cooper Road** from Nashua Road to Blanco Road
- **Corral de Tierra** from SR-68 to Robley Road
- **Crazy Horse Canyon Road** from San Juan Grade Road to US-101
- **Dolan Road** from SR-1 to Castroville Boulevard
- **Echo Valley Road** from San Miguel Canyon Rd (G-12) to US-101
- **Elkhorn Road** from Hall Road (G-12) to Strawberry Road
- **Espinosa Road** from Castroville Road (SR-183) to US-101

- **Gonzalez River Road** from River Road (G-17) to Alta Street
- **Grant Street** from Payson Road to Scott Street
- **Harkins Road** from Spreckels Boulevard to Salinas City Line
- **Hebert Road** from San Juan Grade Road to Old Stage Road
- **Lockwood-San Lucas Road** from US-101 to Jolon Road (G-18)
- **Molera Road** from SR-1 (near Moss Landing) to SR-1 (near Nashua)
- **Nashua Road** from SR-1 to Cooper Road
- **Old Stage Road** from Hebert Road to Alta Street
- **Pine Canyon Road (King City)** from Pine Meadow Drive to Merritt Street
- **Porter Drive** from Salinas Road to Santa Cruz County Line
- **Prunedale North Road** from Sr-156 to San Miguel Canyon Road (G-12)
- **Rogge Road** from San Juan Grade Road to Jade Drive
- **Russell Road** from US-101 to San Juan Grade Road
- **Salinas Road** from SR-1 to Elkhorn Road (G-12)
- **San Juan Grade Roa**d from Salinas City Line to Crazy Horse Canyon Road
- **San Miguel Canyon Road** from San Juan Road (G-11) to Hall Road (G-12)
- **Spreckels Boulevard** from SR-68 to Harkins Road
- **Strawberry Road** from Elkhorn Road to San Miguel Canyon Road (G-12)
- **Tarpey Road** from San Miguel Canyon Road to San Juan Road

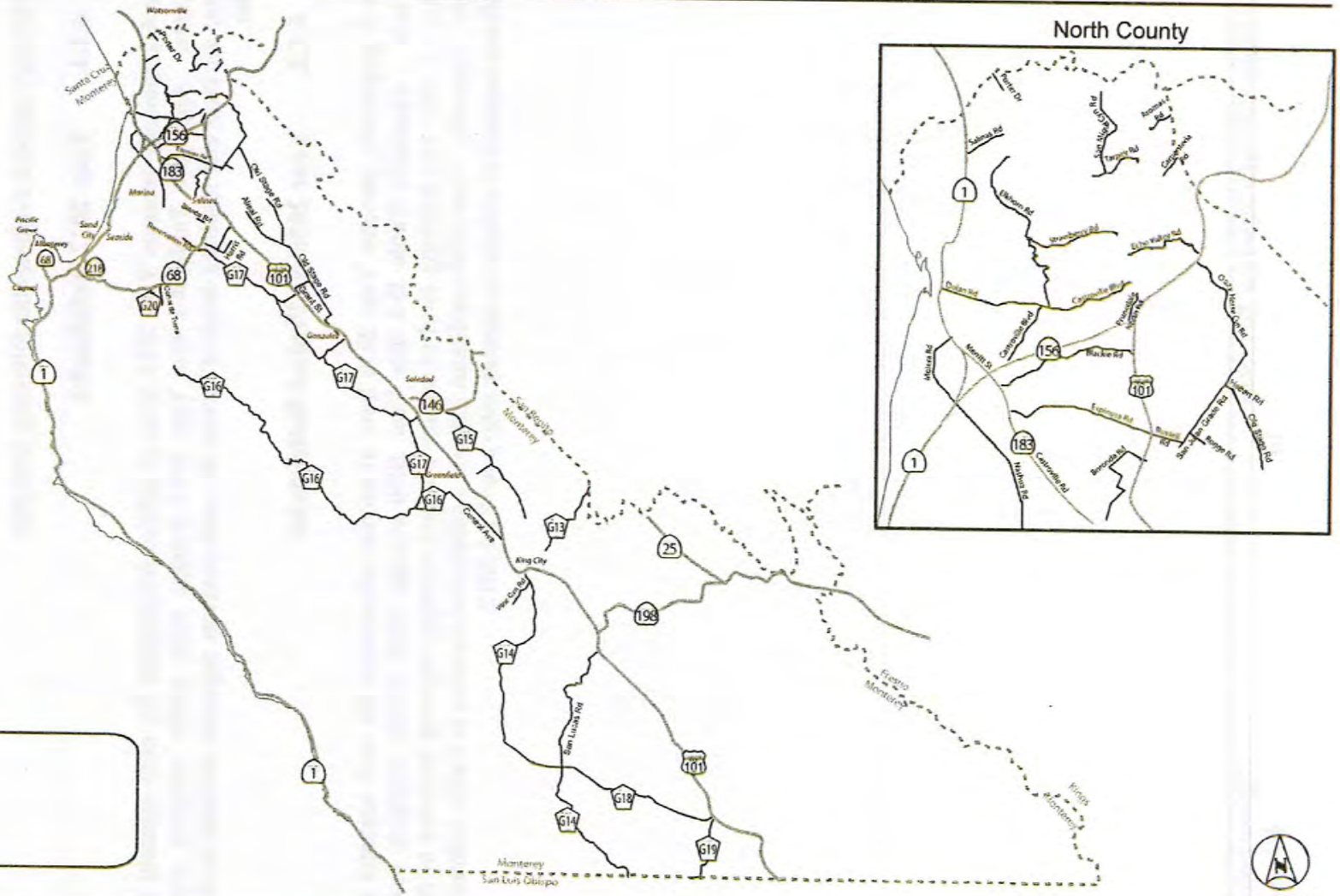

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FIGURE 3
Monterey County Study Area

4. Regional Deficiencies

4.1. Baseline Forecast

Baseline forecasts were prepared to establish existing (2012) and future (2030) deficiencies within the regional network without implementation of transportation improvements.

The deficiency analysis evaluates the following scenarios:

4.1.1. Year 2012 Deficiencies

Figure 4 graphically presents Year 2012 level of service information for each segment in the study area. **Appendix Table B-1** lists Year 2012 average daily traffic volumes, roadway capacity, v/c ratio and resulting level of service for each roadway segment included in the fee program.

4.1.2. Year 2030 No Project Deficiencies

Figure 5 graphically presents Year 2030 level of service information for each segment in the study area. **Appendix Table B-2** lists Year 2030 average daily traffic volumes, roadway capacity, v/c ratio and resulting level of service for each roadway segment included in the fee program. Generally, Year 2030 conditions indicate a substantial increase in traffic volumes and a significant increase in volume to capacity ratio over Year 2012.

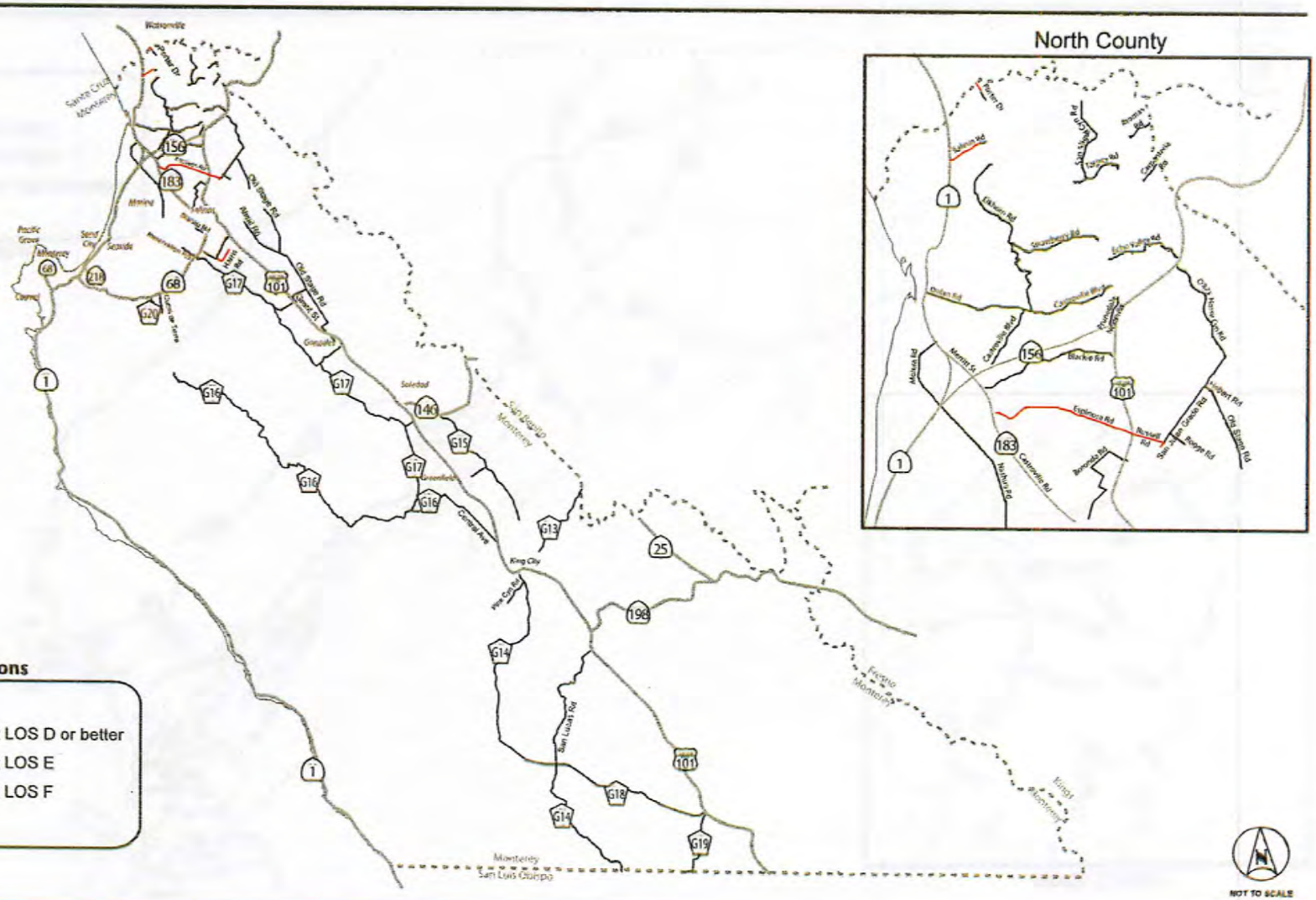

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FIGURE 4

Monterey County Existing Conditions Study Area Roadway Level of Service

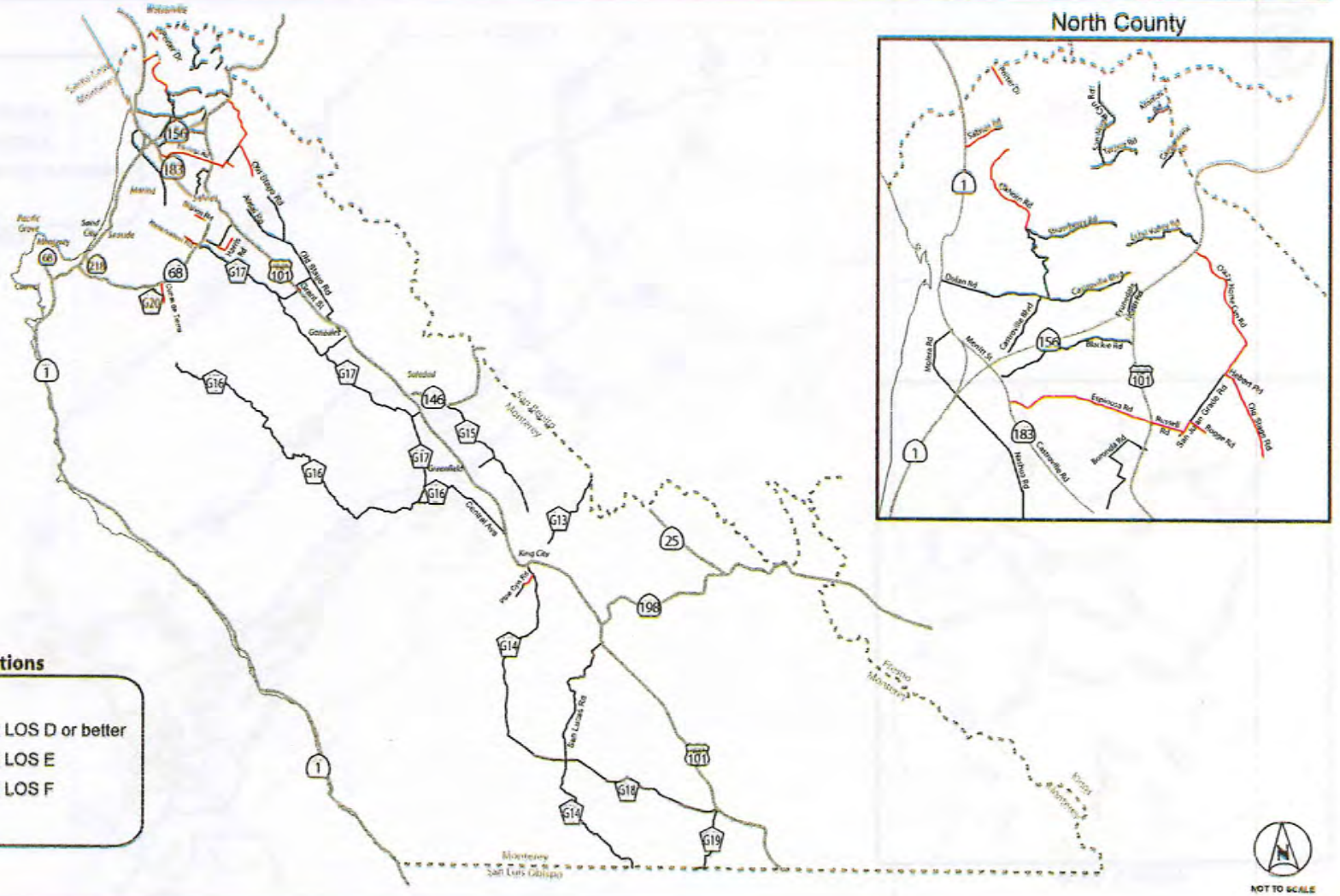

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FIGURE 5

Monterey County Year 2030 Forecast Study Area Roadway Level of Service

5. Fee Program Projects

Based on the deficiencies identified in Section 4, a list of nine (9) fee program projects was developed. The list of projects is attached as **Table 1**. Detailed project summary maps and typical roadway cross sections are provided in **Appendix C**. All deficient roadways were targeted for some level of improvement, with the exception of the following locations:

- *Blanco Road*
  - The City of Salinas Traffic Fee Ordinance (TFO) Program includes a project to widen Blanco Road to four lanes between Alisal Street and the Marina City Limits. Because improvements are already planned as part of the City program, no improvements are recommended as part of the Countywide TIF program.
- *Grant Street*
  - The AMBAG Travel Demand Forecast Model projections show a significant increase in traffic on Grant Street, located within the rural community of Chualar. Grant Street extends parallel to US-101 and is predominantly used for local access and circulation. Due to future congestion projected along US-101 within the vicinity of Chualar, the AMBAG model is showing some traffic diverting from US-101 to Grant Street, resulting in deficient levels of service. This deficiency was similarly identified for this roadway segment in the Monterey County General Plan EIR. In reality, this short roadway segment would not serve as a convenient bypass route and would not be expected to have a significant increase in traffic outside of the moderate growth anticipated within Chualar. For this reason, no improvements are recommended for this roadway, as this deficiency is likely the result of a modeling quirk.
- *Porter Drive*
  - Porter Drive connects the community of Pajaro north to the City of Watsonville, extending along the Pajaro Bridge over the Pajaro River. Due to the significant constraints and costs involved with widening the existing bridge section to provide additional vehicular capacity, no improvement projects are recommended for this roadway. This unmitigated deficiency was similarly identified in the Monterey County General Plan EIR.
- *Russell Road*
  - The City of Salinas TFO Program includes a project to widen Russell Road to four lanes between US-101 and San Juan Grade Road. Because improvements are already planned as part of the City program, no improvements are recommended as part of the Countywide TIF program.
- *Salinas Road*
  - The 2013 update to the TAMC fee program includes a new project to improve Salinas Road between SR-1 and Elkhorn. For this reason, no improvements are proposed as part of the Countywide fee program.

TABLE 1
MONTEREY COUNTY DEVELOPMENT IMPACT FEE
PROJECT LIST

#	Proposed Projects	Planning Area	Project Description	Estimated Project Cost
1	G-17 Widening (Reservation Road)	Toro/Greater Salinas	Widen to four travel lanes with Class II bike lanes on Reservation Road from Davis Road to SR-68.	$ 30,300,000
2	Corral de Tierra Road Improvements	Toro	Perform intersection improvements at Corral de Tierra and Robley Road.	$ 800,000
3	Crazy Horse Canyon Road Improvements	North County	Add passing lanes and construct Class II bike lanes from San Juan Grade Road to US-101.	$ 27,900,000
4	Espinosa Road Widening	Greater Salinas	Widen to four travel lanes with Class II bike lanes on Espinosa Road between SR-183 and US-101.	$ 27,000,000
5	Harris Road Widening	Greater Salinas	Widen to four lanes on Harris Road from Harris Court to Salinas City Limit.	$ 13,300,000
6	Hebert Road/Old Stage Road Widening	Greater Salinas	Widen Hebert Road to four lanes from San Juan Grade Road to Old Stage Road and widen Old Stage Road to four lanes from Hebert Road to Salinas City Limit. Install traffic signals at Old Stage Road/Natividad Road and San Juan Grade Road/Hebert Road. Add turn lanes and shoulder improvements on Old Stage Road from Natividad Road to the Salinas City Line. Provide signage to designate as a Class III bike route.	$ 20,400,000
7	Pine Canyon Road Improvements	Central Salinas Valley	Add turn lanes and Class II bike lanes on Pine Canyon Road from Pine Meadow Drive to Jolon Road (County Road G14). Construct traffic signal and perform intersection improvements on Pine Canyon Road at Jolon Road.	$ 11,100,000
8	Rogge Road Improvements	Greater Salinas	Construct traffic signal at the intersection of Rogge Road and San Juan Grade Road.	$ 900,000
9	San Juan Grade Road Improvements	Greater Salinas	Widen to four lanes and construct raised center median from Hebert Road to Crazy Horse Canyon Road. Add Class II bike lanes on San Juan Grade Road along project extent. Install traffic signal and re-align San Juan Grade Road/Crazy Horse Canyon Road intersection.	$ 10,400,000

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The total cost of the nine projects included in the fee program is $142 million. These projects include widening of existing roadways, such as G-17, Espinosa Road, Harris Road, and Hebert Road/Old Stage Road, and other circulation enhancing measures, such as intersection improvements, addition of passing lanes and traffic signals. Projects 1, 6, and 9 were previously identified on the 2010 Monterey County Regional Transportation Plan unconstrained project list. Where recommended in the *TAMC Bicycle Master Plan* (2011) and/or *Monterey County General Bikeways Plan* (2008), several projects include the addition of on-street bicycle facilities, as either Class II bike lanes or as designated Class III bike routes. This is consistent with General Plan Policy C-9.2. Pedestrian and bicycle facilities will be considered and, where appropriate, provided as part of each of the improvement projects, consistent with General Plan Policy C-4.3. The locations and descriptions of each of the nine fee program projects are shown on **Figure 6**.

Table 2 lists each of the segments that were significantly affected by each of the fee program projects, comparing operations of each segment in the Year 2030 land use baseline model, and the Year 2030 land use model with the fee program projects included.

As shown in the table, three roadways did not reach an acceptable level of service with the proposed projects: Coral de Tierra Road, Rogge Road and Pine Canyon Road. For Rogge Road and Coral de Tierra Road, roadway capacity was identified to be limited at key intersections along the deficient segment. Therefore, the proposed improvements consist of intersection improvements only, which do not create additional roadway segment capacity. For this reason, these roadways are shown to continue to operate at unacceptable levels of service with the addition of the respective projects; however, the functional operations of these roadways would be significantly improved with the implementation of the proposed projects. Pine Canyon Road project improvements create additional roadway capacity, which lowers the roadway segment v/c ratio. However, the proposed project does not result in acceptable level of service for Year 2030 conditions.

In order to achieve an acceptable level of service for the deficient roadway segment, Coral de Tierra would need to be widened to provide a consistent median and/or center-turn lane. Rogge Road and Pine Canyon Road would need to be widened to consistent four-lane sections with a center turn-lane or median. The roadway widenings required to achieve an acceptable level of service along Coral de Tierra and Pine Canyon Road roadways were not considered consistent with the rural character of the roadways. The widening of Rogge Road was not considered feasible due to right-of-way constraints.

The percentage of future traffic on each improved or impacted roadway was determined by placing Year 2000 land uses and Year 2030 land uses on the improved roadway network in the traffic forecasting model. The difference in the traffic volume on each roadway between the two model runs is solely attributed to the effects of future development or development since Year 2000. As discussed in the methodology section, by dividing the Year 2012 to Year 2030 traffic volume growth by the Year 2030 forecast ADT, the percentage of Year 2030 traffic from future growth for each roadway segment could be calculated. In order to determine the fee for each project that should be allocated to future development, the share of traffic from future growth (Year 2012 to Year 2030) for each segment improved or impacted by the project was averaged. This percentage is shown in bold on the same line as the name of the project in **Table 3**.

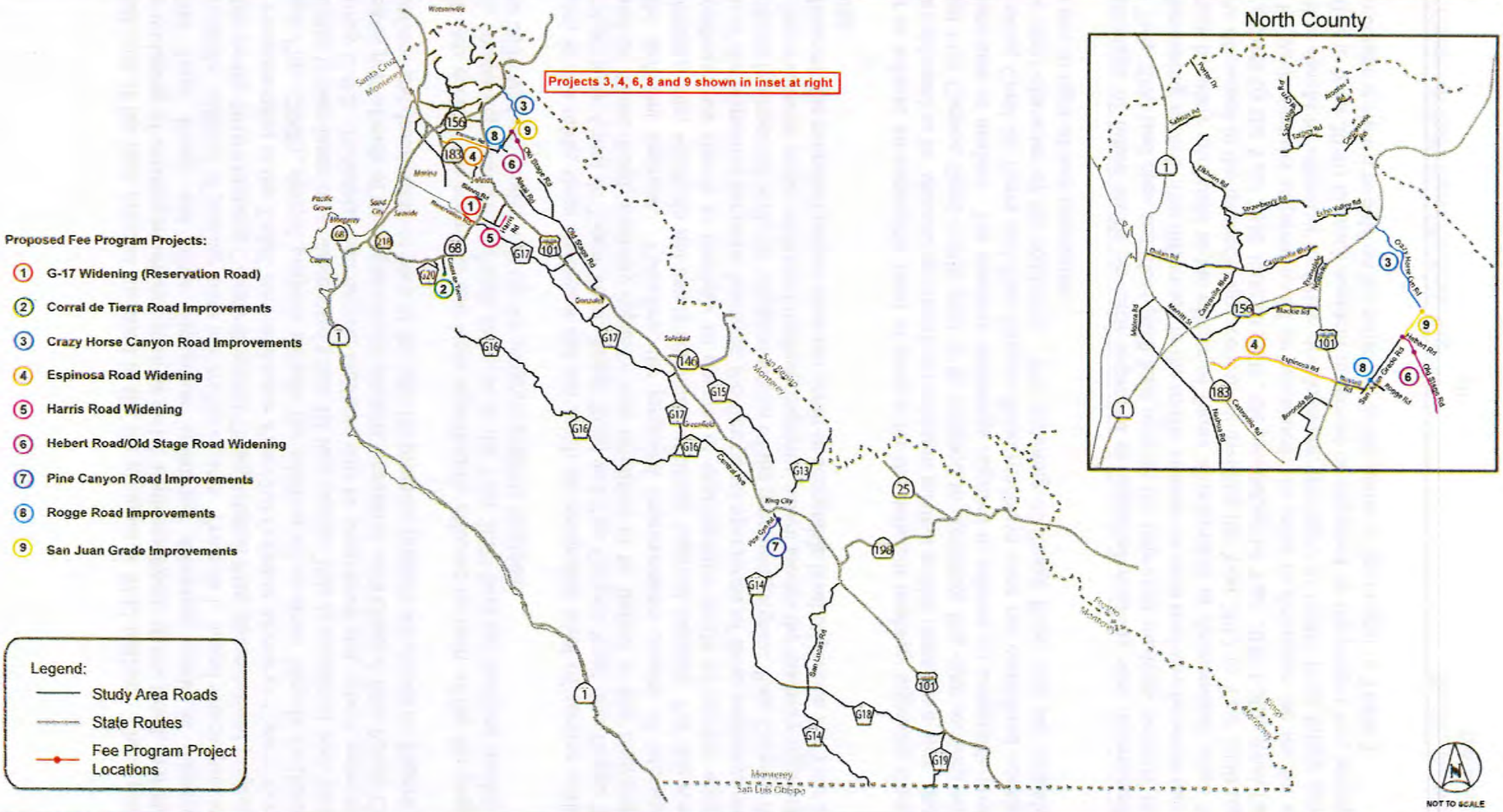

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FIGURE 6

Proposed Project Project Locations

TABLE 2
ROADWAY SEGMENT LEVEL OF SERVICE WITH PROJECTS

#	ROADWAY SEGMENT		BASELINE 2030 MODEL					2030 MODEL WITH PROJECTS					Δ V/C
			ROADWAY CLASSIFICATION (a)	LOS E CAPACITY	ADT (b)	V/C (c)	LOS	ROADWAY CLASSIFICATION	LOS E CAPACITY	ADT (d)	V/C (c)	LOS	
1	**G-17 Reservation Road Widening**												
	Reservation Rd	Davis Rd to SR-68	2-Lane Class I Major Roadway (Undivided)	10,640	11,700	1.10	F	4-Lane Class I Major Roadway	30,420	13,000	0.43	B	-0.67
2	**Coral de Tierra Road Improvements**												
	Coral de Tierra Road	SR-68 to Robley Rd	2-Lane Class I Other Roadway (Undivided)	6,840	9,400	1.37	F	2-Lane Class I Other Roadway (Undivided)	6,840	9,400	1.37	F	0.00
3	**Crazy Horse Canyon Road Improvements**												
	Crazy Horse Canyon Rd	San Juan Grade Rd to US-101	2-Lane Class I Major Roadway (Undivided)	10,640	12,600	1.18	F	3-Lane Class I Major Roadway	22,430	14,900	0.66	B	-0.52
4	**Espinosa Road Widening**												
	Espinosa Rd	SR-183 to US-101	2-Lane Class I Other Roadway (Undivided)	6,840	9,200	1.35	F	4-Lane Class I Other Roadway	20,280	17,000	0.84	C	-0.51
5	**Harris Road Widening**												
	Harris Rd	Spreckles Blvd to Salinas City Line	2-Lane Class I Other Roadway (Undivided)	6,840	15,873	2.32	F	4-Lane Class I Other Roadway	20,280	15,900	0.78	B	-1.54
6	**Hebert Road/Old Stage Road Widening**												
	Hebert Rd	San Juan Grade Rd to Old Stage Rd	2-Lane Class I Other Roadway (Undivided)	6,840	12,100	1.77	F	4-Lane Class I Other Roadway	20,280	13,700	0.68	B	-1.09
	Old Stage Rd	Hebert Rd to Natividad Rd	2-Lane Class I Major Roadway (Undivided)	10,640	13,200	1.24	F	4-Lane Class I Major Roadway	30,420	14,900	0.49	B	-0.75
	Old Stage Rd	Natividad Rd to Salinas City Line	2-Lane Class I Major Roadway (Undivided)	10,640	11,100	1.04	F	4-Lane Class I Major Roadway	30,420	13,100	0.43	B	-0.61
7	**Pine Canyon Road Improvements**												
	Pine Canyon Rd	Merritt St to Jolon Rd	2-Lane Class I Other Roadway (Undivided)	6,840	10,900	1.59	F	2-Lane Class I Other Roadway	9,880	10,900	1.10	F	-0.49
8	**Rogge Road Improvements**												
	Rogge Rd	San Juan Grade Rd to Jade Dr	2-Lane Class I Other Roadway	9,880	11,900	1.20	F	2-Lane Class I Other Roadway	9,880	12,200	1.23	F	0.03
9	**San Juan Grade Road Improvements**												
	San Juan Grade Rd	Hebert Rd to Crazy Horse Canyon Rd	2-Lane Class I Major Roadway (Undivided)	10,640	16,400	1.54	F	4-Lane Class I Major Roadway	30,420	18,700	0.61	B	-0.93

Notes:

(a) 2030 roads street classification represents existing conditions plus projects included in the TAMC fee program study.

(b) Volumes obtained from the Year 2030 AMBAG Regional Travel Demand Forecast Model, assuming construction of projects included in the TAMC fee program study.

(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

(d) Volumes obtained from the Year 2030 AMBAG Regional Travel Demand Forecast Model, assuming construction of projects included in the TAMC fee program study and the proposed TIF project improvements.

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TABLE 3

FUTURE DEVELOPMENT'S SHARE OF TRAFFIC ON PROJECT ROADS

#	ROADWAY SEGMENT		EXISTING DEFICIENCY?	2000 MODEL (a) ADT	2030 MODEL (a) ADT	2000 to 2030 GROWTH	2012 to 2030 GROWTH	% of 2030 ADT FROM FUTURE GROWTH (b)
1	**G-17 Reservation Road Widening**							**33.1%**
	Reservation Rd	Davis Rd to SR-68	NO	12,493	27,858	15,365	9,219	33.1%
2	**Coral de Tierra Road Improvements**							**46.0%**
	Coral de Tierra Road	SR-68 to Robley Rd	NO	179	765	586	352	46.0%
3	**Crazy Horse Canyon Road Improvements**							**45.0%**
	Crazy Horse Canyon Rd	San Juan Grade Rd to US-101	NO	5,193	20,748	15,555	9,333	45.0%
4	**Espinosa Road Widening**							**30.2%**
	Espinosa Rd	SR-183 to US-101	YES	5,046	10,143	5,097	3,058	30.2%
5	**Harris Road Widening**							**29.1%**
	Harris Rd	Spreckles Blvd to Salinas City Line	YES	12,566	24,397	11,831	7,099	29.1%
6	**Hebert Road/Old Stage Road Widening**							**50.1%**
	Hebert Rd	San Juan Grade Rd to Old Stage Rd	NO	4,248	19,985	15,737	9,442	47.2%
	Old Stage Rd	Hebert Rd to Natividad Rd	NO	4,398	20,127	15,729	9,437	46.9%
	Old Stage Rd	Natividad Rd to Salinas City Line	NO	1,871	23,519	21,648	12,989	55.2%
7	**Pine Canyon Road Improvements**							**45.0%**
	Pine Canyon Rd	Merritt St to Jolon Rd	NO	2,437	9,768	7,331	4,399	45.0%
8	**Rogge Road Improvements**							**50.8%**
	Rogge Rd	San Juan Grade Rd to Jade Dr	NO	1,372	8,918	7,546	4,528	50.8%
9	**San Juan Grade Road Improvements**							**47.1%**
	San Juan Grade Rd	Hebert Rd to Crazy Horse Canyon Rd	NO	5,343	24,933	19,590	11,754	47.1%

Notes:

(a) The "2000 network with projects/2000 land uses" and "2000 network with projects/2030 land uses" model runs were used to obtain the volumes in this table

(b) The future development's share of traffic for each project was determined by taking the volume weighted average for each segment shown under each project in this table.

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Project Prioritization

For the purposes of guiding implementation and phasing of the nine fee program projects, and to remain consistent with General Plan Policy C-1.2, the projects were prioritized. The projects were assigned a ranking of high, medium or low priority based on several criteria, including level of existing operational deficiency, magnitude of operational improvement resulting from the project, multimodal benefit, and cost. The prioritized project list is show in **Table 4** and a detailed overview of the project prioritization criteria applied is included in **Appendix D**.

TABLE 4
MONTEREY COUNTY DEVELOPMENT IMPACT FEE
PRIORITIZED PROJECT LIST

#	Proposed Projects	Planning Area	Project Description	Priority
1	G-17 Widening (Reservation Road)	Toro/Greater Salinas	Widen to four travel lanes with Class II bike lanes on Reservation Road from Davis Road to SR-68.	High
4	Espinosa Road Widening	Greater Salinas	Widen to four travel lanes with Class II bike lanes on Espinosa Road between SR-183 and US-101.	High
5	Harris Road Widening	Greater Salinas	Widen to four lanes on Harris Road from Harris Court to Salinas City Limit.	High
9	San Juan Grade Road Improvements	Greater Salinas	Widen to four lanes and construct raised center median from Hebert Road to Crazy Horse Canyon Road. Add Class II bike lanes on San Juan Grade Road along project extent. Install traffic signal and	High
3	Crazy Horse Canyon Road Improvements	North County	Add passing lanes and construct Class II bike lanes from San Juan Grade Road to US-101.	Medium
6	Hebert Road/Old Stage Road Widening	Greater Salinas	Widen Hebert Road to four lanes from San Juan Grade Road to Old Stage Road and widen Old Stage Road to four lanes from Hebert Road to Salinas City Limit. Install traffic signals at Old Stage Road/Natividad Road and San Juan Grade Road/Hebert Road. Add turn lanes and shoulder improvements on Old Stage Road from Natividad Road to the Salinas City Line. Provide signage to designate as a Class III bike route.	Medium
7	Pine Canyon Road Improvements	Central Salinas Valley	Add turn lanes and Class II bike lanes on Pine Canyon Road from Pine Meadow Drive to Jolon Road (County Road G14). Construct traffic signal and perform intersection improvements on Pine Canyon Road at Jolon Road.	Medium
2	Corral de Tierra Road Improvements	Toro	Perform intersection improvements at Corral de Tierra and Robley Road.	Low
8	Rogge Road Improvements	Greater Salinas	Construct traffic signal at the intersection of Rogge Road and San Juan Grade Road.	Low

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6. Benefit Zones

6.1. Benefit Zone Structure

The fee program will include a four-zone benefit zone structure, consistent with the TAMC fee program. To be consistent with the Monterey County General Plan, benefit zones were defined by considering the 7 Planning Areas and the 5 Coastal Plan Areas defined therein, which are 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

Based on the location and activities/character of the areas, the above-listed areas were incorporated into the benefit zones analyzed in this report. The areas included in each benefit zone are summarized below.

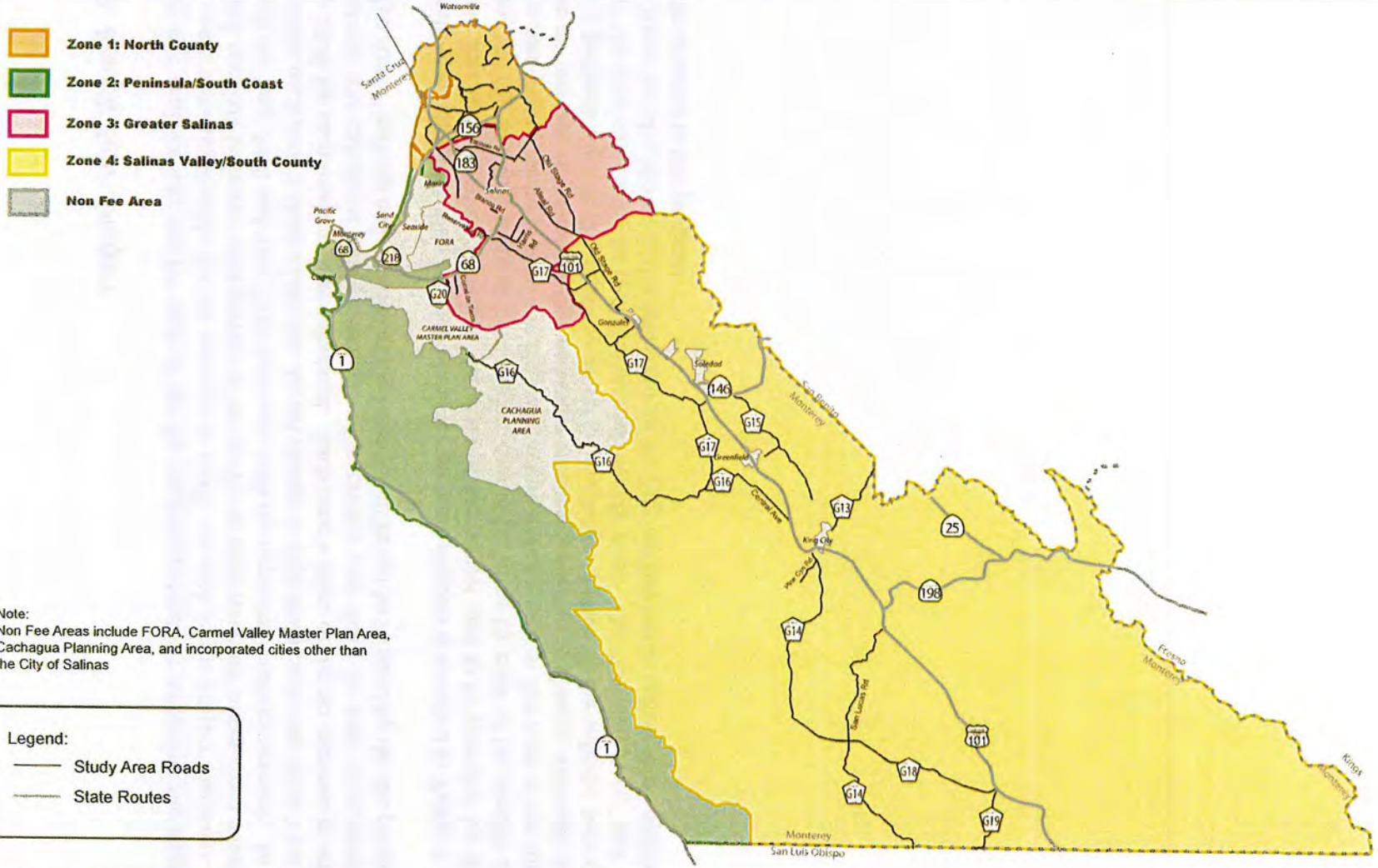
Zone #	Name	Planning Areas	Coastal Plan Areas
1	North County	• North County	• Moss Landing Community Plan • North County LCP
2	Peninsula/South Coast	• Greater Monterey Peninsula • Cachagua	• Del Monte Forest LCP • Carmel LCP • Big Sur LCP and Land Use Plan
3	Greater Salinas	• Greater Salinas • Toro	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

The following areas, which are discussed further in previous Sections 2.5 through 2.7, are considered "Non Fee Areas", which are excluded from the Countywide fee program:

- FORA
- Carmel Valley Master Plan Area
- Cachagua Planning Area
- All incorporated cities (excluding Salinas)

As mentioned previously in Section 2.7, the City of Salinas and Monterey County are parties to a MOU whereby development in the City of Salinas and the City's future growth area is responsible for contributing towards fee programs in both the County and the City. Salinas is the only City in the County for which this type of MOU currently exists.

The four benefit zones and "Non Fee Areas" are illustrated in **Figure 7**.



Kimley-Horn and Associates, Inc.

FIGURE 7
Benefit Zones

6.2. Benefit Zone Analysis

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 from Year 2012 to Year 2030 for each roadway was calculated. Each zone's share of the net increase in trips on the roadway was calculated as a percentage. The project cost share for trips associated with "Non Fee Areas" and trip ends outside of the County will be not be covered by the fee program.

The resulting zonal distribution for each of the fee program projects is included in **Table 5**. This table also lists the cost of each project, the share of the project cost to be provided by the fee program, and the resulting share of each project cost to be borne by each of the benefit zones. Where a zero percent share is shown in the table, future development in that zone is not forecast to cause an increase in traffic on that particular roadway or set of roadways, although it may currently generate 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. The "Non Fee Area" and inter-county zones are also shown in this table, but no funding mechanism to collect these portions of the fee is included in this program.

TABLE 5

ZONAL DISTRIBUTION FOR FEE PROGRAM PROJECTS

#	ROADWAY SEGMENT	PROJECT COST	% FROM NEW DEV[a]	NEW DEV SHARE OF FEE	NORTH COUNTY		PENINSULA/ SOUTH COAST		GREATER SALINAS		SALINAS VALLEY - SOUTH COUNTY		NON FEE AREAS[b]		INTER-COUNTY	
					%	$	%	$	%	$	%	$	%	$	%	$
1	G-17 Widening (Reservation Road)	$ 30,300,000	100.0%	$ 30,300,000	0.0%	$ -	5.1%	$ 1,559,839	32.6%	$ 9,878,973	27.8%	$ 8,422,976	34.4%	$ 10,438,212	0.0%	$ -
2	Corral de Tierra Road Improvements	$ 800,000	100.0%	$ 800,000	0.0%	$ -	16.9%	$ 134,948	47.7%	$ 381,599	0.3%	$ 2,041	34.9%	$ 279,509	0.2%	$ 1,902
3	Crazy Horse Canyon Road Improvements	$ 27,900,000	100.0%	$ 27,900,000	19.0%	$ 5,307,224	0.3%	$ 70,505	38.4%	$ 10,718,145	2.9%	$ 822,951	2.7%	$ 750,622	36.7%	$ 10,230,554
4	Espinosa Road Widening	$ 27,000,000	30.2%	$ 8,140,728	21.4%	$ 1,742,443	1.7%	$ 137,795	42.0%	$ 3,422,942	5.9%	$ 481,630	22.5%	$ 1,829,647	6.5%	$ 526,270
5	Harris Road Widening	$ 13,300,000	29.1%	$ 3,869,795	0.1%	$ 2,998	5.0%	$ 193,026	19.6%	$ 758,395	44.0%	$ 1,704,308	30.7%	$ 1,189,358	0.6%	$ 21,709
6	Hebert Road/Old Stage Road Widening	$ 20,400,000	100.0%	$ 20,400,000	9.3%	$ 1,890,214	0.4%	$ 73,534	73.5%	$ 14,993,663	2.7%	$ 544,319	3.9%	$ 801,278	10.3%	$ 2,096,993
7	Pine Canyon Road Improvements	$ 11,100,000	100.0%	$ 11,100,000	1.1%	$ 117,173	1.5%	$ 163,461	3.3%	$ 369,669	60.0%	$ 6,659,059	22.5%	$ 2,502,439	11.6%	$ 1,288,199
8	Rogge Road Improvements	$ 900,000	100.0%	$ 900,000	15.7%	$ 141,050	0.3%	$ 2,758	71.1%	$ 639,992	0.2%	$ 2,047	3.5%	$ 31,158	9.2%	$ 82,995
9	San Juan Grade Road Improvements	$ 10,400,000	100.0%	$ 10,400,000	25.0%	$ 2,598,456	0.2%	$ 20,638	41.5%	$ 4,314,300	3.2%	$ 329,846	2.2%	$ 227,231	28.0%	$ 2,909,530
	Roadway Improvement Project Share	**$ 142,100,000**		**$ 113,810,522**	**10.4%**	**$ 11,799,558**	**2.1%**	**$ 2,356,504**	**40.0%**	**$ 45,477,678**	**16.7%**	**$ 18,969,175**	**15.9%**	**$ 18,049,455**	**15.1%**	**$ 17,158,152**

Notes:

% Indicates the percentage of total new trips that benefit from the project that are created by the zone

$ Indicates the total fee that needs to be collected from development in that zone for each respective project

(a) New development share set to 100% for future deficiencies. For existing deficiencies, share is percentage of 2030 traffic associated with future growth

(b) Non Fee Areas includes FORA, Carmel Valley Master Plan Area, Cachagua Planning Area, and incorporated cities other than City of Salinas

K:\SJC_TPTO\095686000\Excel\[Fee Tables 2013-5-6.xlsm]Zonal Fee 100%

7. Proposed Fees

The total cost assigned to each of the zones is shown in **Table 6**. Included in the table are the administrative portions of the fee for each zone, which are assumed to equal one percent of the roadway improvement costs.

The total fee is distributed over all new development in each zone. As shown in **Table 6**, the program is designed to collect approximately $79 million county-wide. In order to arrive at a fee per trip for each zonal scenario, the total number of trips forecast to be generated by each zone was determined. **Figure 8** shows the forecast new development trips for each zone, based on the 2000 and 2030 model land uses, and ITE trip generation rates, as described in the Methodology section of this report. The trips for each zone are broken out by land use type. As shown in the figure, although Greater Salinas has the greatest fee share of any of the zones, it also has the greatest amount of new development.

7.1. Fee by Land Use

The fee by land use for each zone in each zonal scenario is shown in **Table 7**. The generalized rates for various types of residential units (i.e. single-family detached housing, apartment, etc.), as well as several common types of retail, office, service/government, industrial and other uses are shown in the table. The rates are based on the forecast amount of each type of development and the total fee to be collected from each zone. The fee for other land uses besides residential, retail, office, or government, such as industrial or recreational, could be determined based on the fee per trip, which is shown in the table. If the fee per trip rate is used, ITE trip generation rates should be used to determine the total trips generated by the project. The range of fees within the four zones is from $133/trip to $370/trip. These fees should be applied to all new development projects that cause an increase in trips compared to existing uses or are built on vacant parcels. For residential development, the four zones yield a wide range of fees per zone, varying from $1,118 to $3,121 per single-family residential unit. The fee per single-family residential unit for each benefit zone scenario is summarized and depicted in **Figure 9**.

Table 8 shows the anticipated revenue sources and program expenditures, based on the fees developed above. Note that the revenues and expenditures represent projections out to 2030. Should levels or types of development vary from projections, revenues may vary.

TABLE 6
COLLECTIONS BY BENEFIT ZONE

#	ZONE	ZONE CONTRIBUTION		
		IMPROVEMENT COST[a]	ADMINISTRATIVE COSTS[b]	TOTAL FEE
1	North County	$ 11,799,558	$ 117,996	$ 11,917,554
2	Peninsula-South Coast	$ 2,356,504	$ 23,565	$ 2,380,069
3	Greater Salinas	$ 45,477,678	$ 454,777	$ 45,932,455
4	Salinas Valley - South County	$ 18,969,175	$ 189,692	$ 19,158,867
	Fee Program Total	**$ 78,602,916**	**$ 786,029**	**$ 79,388,945**
	Cost Associated with Existing Deficiencies	$ 28,289,478		
	Cost Associated with Trips Generated by Uses Not Covered by Fee Program	$ 35,207,607		
	Total Improvement Cost	**$ 142,100,000**		

Notes:

a) From the Zonal Distribution for Fee Program Projects table

b) Equals 1% of the sum of the roadway improvement cost.

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Figure 8
New Development Trip Ends by Land Use and Zone

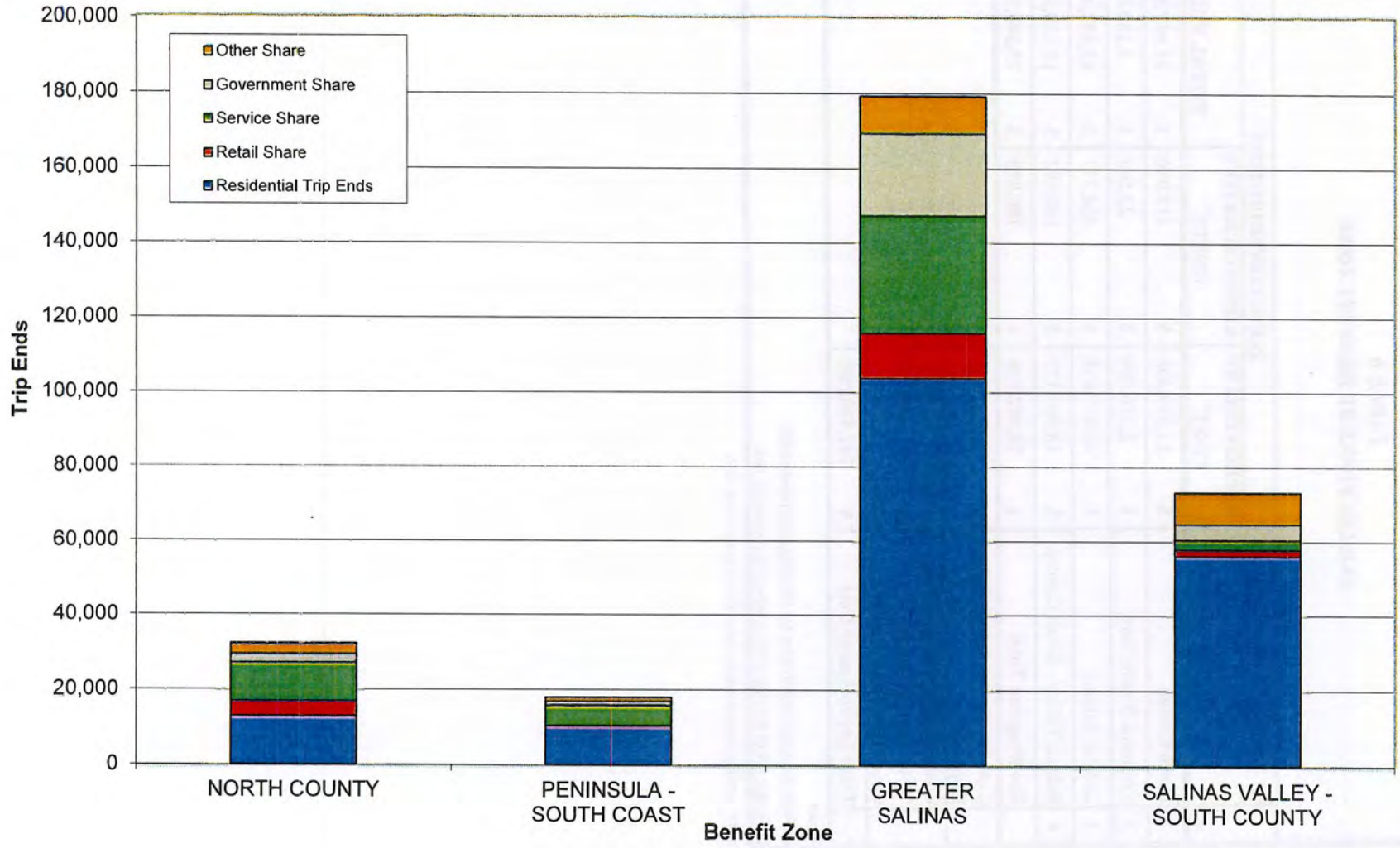

TABLE 7
FEE BY LAND USE

ZONE	ITE CODE	ITE TRIP RATE[a]	NORTH COUNTY		PENINSULA - SOUTH COAST		GREATER SALINAS		SALINAS VALLEY - SOUTH COUNTY	
			FEE/DU[b]	FEE/KSF	FEE/DU[b]	FEE/KSF	FEE/DU[b]	FEE/KSF	FEE/DU[b]	FEE/KSF
Residential										
Single Family Detached Housing	210	9.52	$ 3,121	-	$ 1,118	-	$ 2,159		$ 2,206	-
Apartment	220	6.65	$ 2,180	-	$ 781	-	$ 1,508		$ 1,541	-
Residential Condominium/Townhouse	230	5.81	$ 1,905	-	$ 682	-	$ 1,318		$ 1,346	-
Multi-Family / Secondary Unit	251	3.68	$ 1,206	-	$ 432		$ 835		$ 853	
Retail										
Specialty Retail Center	826	44.32	-	$ 5,020	-	$ 1,798	-	$ 3,473	-	$ 3,548
Shopping Center	820	42.70	-	$ 4,836	-	$ 1,732	-	$ 3,346	-	$ 3,418
Free-Standing Discount Superstore	815	57.24	-	$ 6,483	-	$ 2,322	-	$ 4,486	-	$ 4,582
Supermarket	850	102.24	-	$ 11,580	-	$ 4,147	-	$ 8,012	-	$ 8,184
High-Turnover Restaurant	932	127.15	-	$ 14,402	-	$ 5,157	-	$ 9,964	-	$ 10,179
Building Materials and Lumber Store	812	45.16	-	$ 5,115	-	$ 1,832	-	$ 3,539	-	$ 3,615
Hardware/Paint Store	816	51.29	-	$ 5,809	-	$ 2,080	-	$ 4,019	-	$ 4,106
Nursery (Garden Center)	817	68.10	-	$ 7,713	-	$ 2,762	-	$ 5,337	-	$ 5,451
Nursery (Wholesale)	818	39.00	-	$ 4,417	-	$ 1,582	-	$ 3,056	-	$ 3,122
Factory Outlet Center	823	26.59	-	$ 3,012	-	$ 1,079	-	$ 2,084	-	$ 2,129
New Car Sales	841	32.30	-	$ 3,658	-	$ 1,310	-	$ 2,531	-	$ 2,586
Automobile Parts Sales	843	61.91	-	$ 7,012	-	$ 2,511	-	$ 4,852	-	$ 4,956
Tire Store	848	24.87	-	$ 2,817	-	$ 1,009	-	$ 1,949	-	$ 1,991
Tire Superstore	849	20.36	-	$ 2,306	-	$ 826	-	$ 1,596	-	$ 1,630
Supermarket	850	102.24	-	$ 11,580	-	$ 4,147	-	$ 8,012	-	$ 8,184
Discount Supermarket	854	90.86	-	$ 10,291	-	$ 3,685	-	$ 7,120	-	$ 7,273
Discount Club	857	41.80	-	$ 4,734	-	$ 1,695	-	$ 3,276	-	$ 3,346
Home Improvement Superstore	862	30.74	-	$ 3,482	-	$ 1,247	-	$ 2,409	-	$ 2,461
Electronics Superstore	863	45.04	-	$ 5,101	-	$ 1,827	-	$ 3,530	-	$ 3,606
Discount Home Furnishing Superstore	869	20.00	-	$ 2,265	-	$ 811	-	$ 1,567	-	$ 1,601
Apparel Store	876	66.40	-	$ 7,521	-	$ 2,693	-	$ 5,203	-	$ 5,315
Arts and Crafts Store	879	56.55	-	$ 6,405	-	$ 2,294	-	$ 4,432	-	$ 4,527
Pharmacy/Drugstore (no Drive-Thru)	880	90.06	-	$ 10,201	-	$ 3,653	-	$ 7,058	-	$ 7,209
Pharmacy/Drugstore (Drive-Thru)	881	96.91	-	$ 10,977	-	$ 3,931	-	$ 7,594	-	$ 7,758
Furniture Store	890	5.06	-	$ 573	-	$ 205	-	$ 397	-	$ 405
Service/Government										
General Office Building	710	11.03	-	$ 4,099	-	$ 1,468	-	$ 2,836	-	$ 2,897
Business Park	770	12.44	-	$ 4,623	-	$ 1,656	-	$ 3,199	-	$ 3,268
Government Office Building	730	68.93	-	$ 25,619	-	$ 9,174	-	$ 17,725	-	$ 18,106
Medical-Dental Office Building	720	36.13	-	$ 13,428	-	$ 4,809	-	$ 9,291	-	$ 9,491
Office Park	750	11.42	-	$ 4,244	-	$ 1,520	-	$ 2,937	-	$ 3,000
Industrial / Agricultural										
Manufacturing	140	3.82	-	$ 395	-	$ 141	-	$ 273	-	$ 279
Warehousing	150	3.56	-	$ 368	-	$ 132	-	$ 254	-	$ 260
Industrial Park	130	6.83	-	$ 705	-	$ 253	-	$ 488	-	$ 499
Light Industrial	110	6.97	-	$ 720	-	$ 258	-	$ 498	-	$ 509
Heavy Industrial	120	1.50	-	$ 155	-	$ 55	-	$ 107	-	$ 109
Lodging[(b)]										
Hotel	310	8.17	$ 3,026	-	$ 1,084	-	$ 2,094	-	$ 2,139	-
Motel	320	5.63	$ 2,086	-	$ 747	-	$ 1,443	-	$ 1,474	-
FEE PER TRIP			$ 370		$ 133		$ 256		$ 262	

Notes:

DU = Dwelling Unit; ksf = thousand square feet

(a) Fees by land use calculated based on average weekday daily trip generation rates from ITE's *Trip Generation, 9th Edition (2012).* Units are trips per dwelling unit, thousant square feet or lodging room.

(b) Fees for Lodging uses calculated based on average daily trip generation rate per room.

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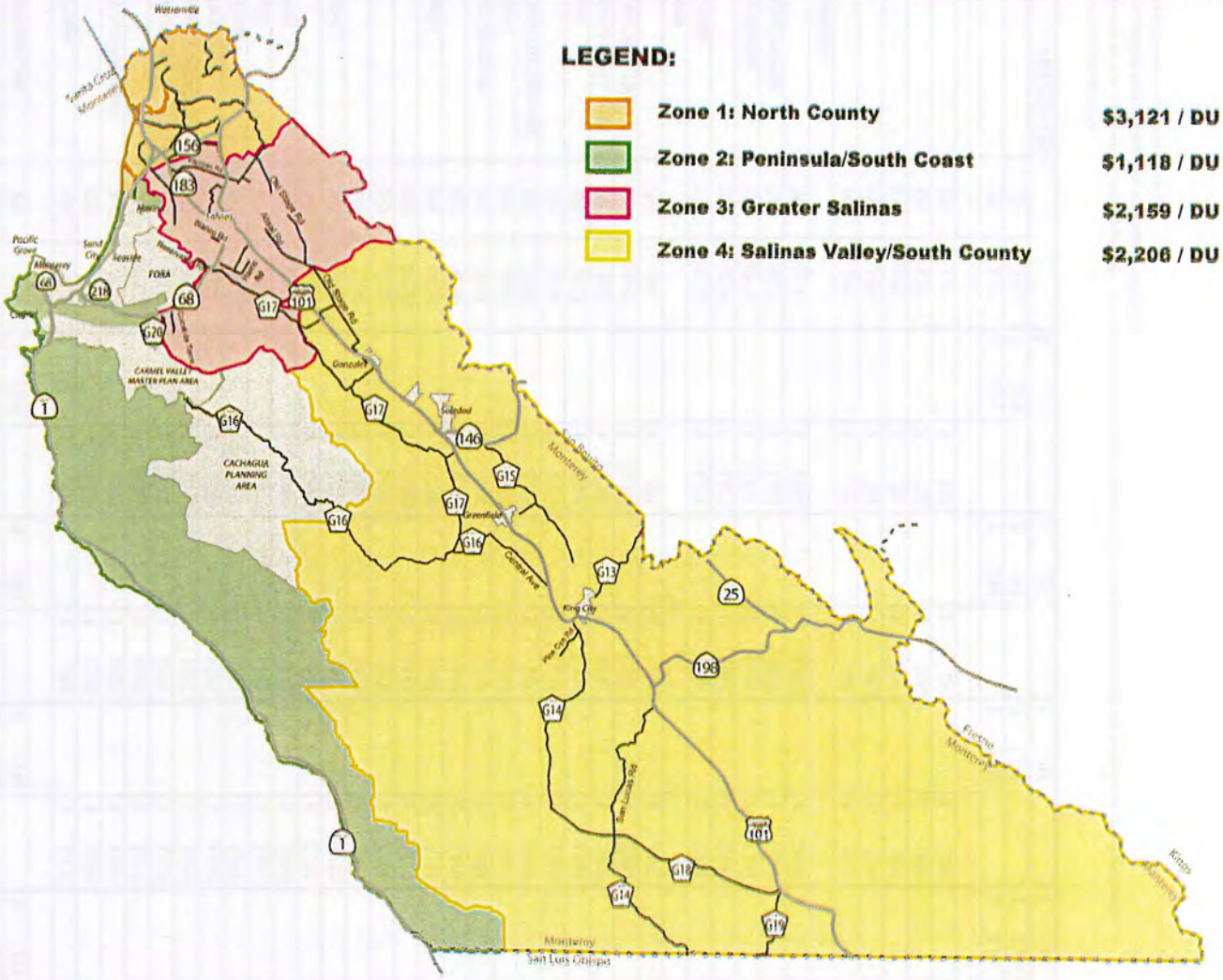

Note:
Rates shown are fees for single-family dwelling units

NOT TO SCALE

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FIGURE 9
Fee per Residential Unit by Type

TABLE 8
REVENUE AND EXPENDITURE PLAN

ZONE	UNITS[a,b]	FEE/UNIT[c]	REVENUE	EXPENDITURES
Revenue				
North County				
Residential	1,544	$3,121	$ 4,818,460	
Retail	525	$2,761	$ 1,449,499	
Office/Government	3,779	$1,230	$ 4,647,540	
Other	2,540	$395	$ 1,002,055	
North County Revenue			**$ 11,917,554**	
Peninsula - South Coast				
Residential	1,249	$1,118	$ 1,395,819	
Retail	0	$989	- [d]	
Office/Government	1,925	$440	$ 847,779	
Other	966	$141	$ 136,471	
Peninsula - South Coast Revenue			**$ 2,380,069**	
Greater Salinas				
Residential	12,322	$2,159	$ 26,605,410	
Retail	1,621	$1,910	$ 3,096,489	
Office/Government	16,087	$851	$ 13,688,286	
Other	9,314	$273	$ 2,542,271	
Greater Salinas Revenue			**$ 45,932,455**	
Salinas Valley - South County				
Residential	6,655	$2,206	$ 14,678,470	
Retail	241	$1,951	$ 470,270	
Office/Government	2,073	$869	$ 1,801,844	
Other	7,920	$279	$ 2,208,283	
Salinas Valley - South County Revenue			$ 19,158,867	
Total Revenue			**$ 79,388,945**	
Expenditures				
Improvement Projects				$ 78,602,916
Administrative Costs				$ 786,029
Total Expenditures				**$ 79,388,945**

Notes:

a) Units are in dwelling units for residential and employees for all other uses

b) The AMBAG Regional Travel Demand Forecast Model projects no net growth in retail development from existing conditions to Year 2030 within the Peninsula-South Coast Benefit Zone.

c) Represents a blended rate given the projected distribution of sub-uses within each category.

d) The travel demand forecast model does not project any retail development in this zone out to 2030. However, should any retail development occur, it would still be responsible for paying the fees noted in Table 7, and revenue would be recognized by the fee program.

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8. Implementation

8.1. Fee Adoption

The Countywide Traffic Impact Fee is proposed for adoption by the County of Monterey and the City of Salinas. The County Board of Supervisors and the City of Salinas each must approve a resolution adopting the fee program, including fee program ordinances. Through an MOU agreed to by both parties, the City of Salinas has agreed to collect the fees for development within its jurisdiction and transmit the revenue to the County.

8.2. Capital Improvement and Financing Plan

As specified by the Monterey County General Plan, the Countywide Traffic Impact Fee is to be developed and adopted as part of a Capital Improvement and Financing Plan (CIFP). The CIFP is a short-range plan which identifies capital improvement projects (CIPs), establishes a planning schedule and identifies options for financing improvements. CIFPs are developed and reviewed every five (5) years in order to evaluate the effectiveness of meeting the level of service standards for County roads. The projects identified within this document will be incorporated into the CIFP. The CIFP will provide an overview of the project cost estimates, expected revenues from the fee program, other sources of funding for each project, and a draft timeline for project delivery. When establishing the project delivery timeline, the County will consider a project's readiness, sources of funding, priority level, cost effectiveness, and geographic distribution related to other projects.

8.3. Fee Collection

The Countywide fee will be collected from developers at the time all other fees are collected for the development. The County encourages collection of fees at the time that a building permit is issued for the new developments. For development projects within the City of Salinas, fees will be collected in conjunction with City road fees.

The County will utilize a designated account for the fee revenues. Under the provisions of AB 1600, the collected revenues must be programmed for specific projects within five years of their receipt, or they must be refunded to the payer. Programming the funds is not equivalent to spending the money; for instance, longer periods may be required to accumulate sufficient revenue to actually construct certain transportation improvement projects.

8.3.1. Exemptions

The following developments are exempted from payment of the fee:

A. The reconstruction of any building so long as the reconstructed building both continues a use of the same category as the prior use and generates the same or fewer trips as the original building and reconstruction commences and so long as the permit for reconstruction is issued within one (1) year from destruction of the building.

B. Development within the Fort Ord Reuse Agency ("FORA") area that is subject to transportation improvement fees for transportation projects within the FORA plan area, provided that the FORA fee is in effect.

C. Development located within incorporated cities, with the exception of the City of Salinas.

D. Development with building permits secured prior to the Effective Date of the traffic impact fee program ordinances, in accordance with the terms of that permit.

E. Any development project that is constructed with the purpose of being used as a Federal, State or local government facility.

8.3.2. Intensification of Land Use

For any development project that converts an existing structure or facility to another land use type (i.e. residential to retail), payment of County impact fees may apply if the new use creates an impact to the transportation system in excess of the existing use. Countywide traffic impact fees should be collected to mitigate new impacts derived from the change in land use if the local agency determines that the new use will result in a net increase in the number of weekday average daily trips. Fees should only be collected on the net new trips created by changing the land use. The number of net new trips can be determined by the agency administering the fees (County of Monterey or City of Salinas) by calculating the vehicle trips for the development under both existing and proposed land use types using ITE's trip generation rates, as shown in **Table 7**. If greater than zero, the difference between vehicle trips from the existing and proposed land uses is the net new trips that fees should be collected for.

8.3.3. Credits

Credit or Reimbursement for Project Funded in the Capital Improvement and Financing Plan

A developer may be eligible for a credit to be applied against payment of the Countywide Traffic Impact Fee if the developer constructs all or a part of one of the Transportation Improvement Projects that is, at the time the developer enters into an agreement for construction of such project, included in the approved Capital Improvement and Financing Plan as a project to be funded.

A developer may be eligible for a reimbursement if the cost of constructing such a Transportation Improvement Project, or a part of such project, exceeds the amount of the

Countywide Traffic Impact Fee to be paid by the developer. The amount of reimbursement shall equal the difference between the cost of constructing all or a part of the Transportation Improvement Project and the Countywide Traffic Impact Fee for the development project.

Reimbursement shall be from Countywide Traffic Impact Fee revenues only, subject to availability of funding, and the right to reimbursement shall be terminated ten years from the date the developer entered into the agreement for construction of the project.

The amount of credit, or the credit and reimbursement together, shall be in an amount equal to the cost of the Transportation Improvement Project or portion thereof, as set forth in the Capital Improvement and Financing Plan, and shall be calculated by the Public Works Director (and approved by the Monterey County Board of Directors). The credit, or the credit and reimbursement together, shall be calculated at the time the developer enters into an agreement for construction of the Transportation Improvement Project and posts bonds. The credit shall be granted at the same time. Once calculated, the amount of reimbursement shall not increase for inflation nor shall it accrue interest.

8.4. Update Procedures

The County anticipates programming the fee revenue as part of its periodic Capital Improvement and Financing Plan update process. Given that the Capital Improvement and Financing Plan is updated every five years, the fee program itself will be updated at the same time to reflect changes in land use plans that affect projected traffic impacts or shifts in transportation planning priorities that require inclusion of new projects to better mitigate the impacts of future growth. The following actions will take place as appropriate in each subsequent version of the Countywide fee program:

- Track status of projects under construction, including percent complete and fee expended;
- Update cost estimate of each project on the list annually according to the latest construction cost index;
- Add or delete projects as conditions warrant, based on adopted transportation plans;
- Use an adopted travel forecast model to conduct deficiency plan and select link analyses;
- Recalculate maximum fee by zones in response to updated cost estimates; and
- Recalculate revenue from Countywide fee program or other funding sources.

9. Summary of Findings

This section of the report presents the findings necessary to establish the traffic impact fees in accordance with A.B. 1600. For each facility for which the County will levy a development impact fee, the findings are as follows:

***Purpose of Fee*:** Identify, prioritize and ensure a funding mechanism for transportation improvements to be completed in order to provide a circulation system for the County, as guided by the Monterey County General Plan.

Use of Fee: Fund construction of new transportation improvements including roadway capacity improvements, sidewalks, intersection improvements and bicycle facilities.

Relationship Between Use of Fee and Type of Development: The development of new residential, commercial, office, and industrial land use generates additional vehicular trips and the need for roadway capacity. The fees will be used to expand capacity that will facilitate traffic flow in a manner designed to meet the goals established in the Monterey County General Plan.

Relationship Between Need for Facility and Type of Project: Each new development project (residential, commercial, office and industrial) will add to the incremental need for access to the circulation/roadway system and the associated capacity.

Relationship Between Amount of Fee and Cost of or Portion of Facility Attributed to Development Upon Which Fee is Imposed: The City has established trip generation rates for each residential dwelling unit (DU) and 1,000 square feet of commercial, industrial, and office space. The fees have been allocated proportionally to each use based upon the trip generation rates, and adjusted to each of the four benefit zones based on the proportion of trips generated within each zone that are anticipated to utilize each project roadway. The portion of roadway capacity that is attributable to currently deficient roadways was not included in the project cost.

Appendix A – Florida Department of Transportation Highway Capacity Thresholds

TABLE 1

Generalized **Annual Average Daily** Volumes for Florida's **Urbanized Areas**[1]

9/4/09

STATE SIGNALIZED ARTERIALS

Class I (>0.00 to 1.99 signalized intersections per mile)

Lanes	Median	B	C	D	E
2	Undivided	9,600	15,400	16,500	***
4	Divided	29,300	35,500	36,700	***
6	Divided	45,000	53,700	55,300	***
8	Divided	60,800	71,800	73,800	***

Class II (2.00 to 4.50 signalized intersections per mile)

Lanes	Median	B	C	D	E
2	Undivided	**	10,500	15,200	16,200
4	Divided	**	25,000	33,200	35,100
6	Divided	**	39,000	50,300	53,100
8	Divided	**	53,100	67,300	70,900

Class III/IV (more than 4.5 signalized intersections per mile)

Lanes	Median	B	C	D	E
2	Undivided	**	5,100	11,900	14,900
4	Divided	**	12,600	28,200	31,900
6	Divided	**	19,700	43,700	48,200
8	Divided	**	27,000	59,500	64,700

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Major City/County Roadways	- 10%
Other Signalized Roadways	- 35%

State & Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Divided/Undivided & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 15%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6.

FREEWAYS

Lanes	B	C	D	E
4	43,500	59,800	73,600	79,400
6	65,300	90,500	110,300	122,700
8	87,000	120,100	146,500	166,000
10	108,700	151,700	184,000	209,200
12	149,300	202,100	238,600	252,500

Freeway Adjustments

Auxiliary Lanes	Ramp Metering	Oversaturated Conditions*
+ 20,000	+ 5%	-10% of E

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	7,800	15,600	22,200	27,900
4	Divided	34,300	49,600	64,300	72,800
6	Divided	51,500	74,400	96,400	109,400

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/ Bicycle Lane

Coverage	B	C	D	E
0-49%	**	3,200	12,100	>12,100
50-84%	2,400	3,700	>3,700	***
85-100%	6,300	>6,300	***	***

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	**	**	5,000	14,400
50-84%	**	**	11,300	18,800
85-100%	**	11,400	18,800	>18,800

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	>5	≥4	≥3	≥2
85-100%	>4	≥3	≥2	≥1

[1] Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. Although presented as daily volumes, they actually represent peak hour direction conditions with applicable K and D factors applied. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* For oversaturated conditions during peak hour, subtract 10% from the LOS E (capacity volumes). This number becomes the new maximum service volume for LOS D, and LOS E cannot be achieved.

** Cannot be achieved using table input value defaults.

*** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

TABLE 2

Generalized **Annual Average Daily** Volumes for Florida's **Areas Transitioning into Urbanized Areas** OR **Areas Over 5,000 Not In Urbanized Areas**[1]

9/4/09

STATE SIGNALIZED ARTERIALS

Class I (>0.00 to 1.99 signalized intersections per mile)

Lanes	Median	B	C	D	E
2	Undivided	8,900	14,100	15,200	***
4	Divided	26,900	32,100	33,800	***
6	Divided	41,500	48,600	51,000	***

Class II (2.00 to 4.50 signalized intersections per mile)

Lanes	Median	B	C	D	E
2	Undivided	**	9,400	13,700	14,700
4	Divided	**	22,700	30,000	31,700
6	Divided	**	35,700	45,400	47,800

Class III (more than 4.5 signalized intersections per mile)

Lanes	Median	B	C	D	E
2	Undivided	**	4,700	10,700	13,400
4	Divided	**	11,500	25,500	28,900
6	Divided	**	18,000	39,800	43,900

FREEWAYS

Lanes	B	C	D	E
4	42,600	57,600	68,700	73,600
6	63,900	86,600	103,300	113,700
8	85,200	115,600	137,600	153,700
10	106,400	145,600	172,400	192,800

Freeway Adjustments

Auxiliary Lanes	Ramp Metering
+ 20,000	+5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	8,000	15,100	21,100	26,800
4	Divided	31,400	45,400	58,800	66,600
6	Divided	47,200	68,100	88,200	100,000

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Major City/County Roadways	- 10%
Other Signalized Roadways	- 35%

State & Non-State Signalized Roadway Adjustments

(Alter corresponding volume by the indicated percent.)

Divided/Undivided & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 15%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6.

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.

Paved Shoulder/ Bicycle Lane Coverage	B	C	D	E
0-49%	**	2,800	7,300	>7,300
50-84%	2,200	3,400	13,100	>13,100
85-100%	4,100	>4,100	***	***

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	**	**	5,000	14,400
50-84%	**	**	11,300	18,800
85-100%	**	11,400	18,800	>18,800

[1] Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. Although presented as daily volumes, they actually represent peak hour direction conditions with applicable K and D factors applied. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

** Cannot be achieved using table input value defaults.

*** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

TABLE 3

Generalized **Annual Average Daily** Volumes for Florida's **Rural Undeveloped Areas and Cities** OR **Developed Areas Less than 5,000 Population**[1]

9/4/09

Rural Undeveloped Areas

FREEWAYS

Lanes	B	C	D	E
4	37,100	50,800	59,900	63,700
6	56,500	76,400	89,900	98,300
8	75,100	101,100	119,900	132,900

Freeway Adjustments

Auxiliary Lanes
+18,000

UNINTERRUPTED FLOW TWO-LANE HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	4,500	8,100	13,800	27,600

Passing Lane Adjustment

Alter LOS B-D volumes in proportion to passing lane length to the highway segment length.

UNINTERRUPTED FLOW MULTILANE HIGHWAYS

Lanes	Median	B	C	D	E
4	Divided	26,300	41,100	52,100	59,100
6	Divided	39,400	61,700	78,000	88,600

ISOLATED STATE SIGNALIZED INTERSECTIONS

Lanes	B	C	D	E
2	**	4,700	10,400	12,300
4	**	10,300	23,200	25,500
6	**	15,800	36,000	38,500

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/ Bicycle Lane Coverage	B	C	D	E
0-49%	**	**	**	7,800
50-84%	**	**	**	14,000
85-100%	**	4,200	>4,200	***

[1] Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. Although presented as daily volumes, they actually represent peak hour direction conditions with applicable K and D factors applied. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model and Pedestrian LOS Model, respectively for the automobile/truck, bicycle, and pedestrian modes.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

** Cannot be achieved using table input value defaults.

*** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:

Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

Cities or Rural Developed Areas Less Than 5000

FREEWAYS

Lanes	B	C	D	E
4	37,100	49,900	59,400	63,700
6	54,800	74,600	89,000	98,300
8	73,300	100,200	118,700	132,700

Freeway Adjustments

Auxiliary Lanes
+18,000

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	7,800	14,200	20,000	25,600
4	Divided	23,800	37,200	48,000	54,600
6	Divided	35,600	55,800	72,000	82,000

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
2	Undivided	**	9,800	13,000	13,900
4	Divided	**	23,300	28,000	29,900
6	Divided	**	36,400	42,400	45,000

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Major City/County Roadways - 10%
Other Signalized Roadways - 35%

State & Non-State Signalized Roadway Adjustments

(Alter corresponding volume by the indicated percent.)

Divided/Undivided & Turn Lane Adjustments

Lanes	Median	Exclusive Left Turn Lanes	Exclusive Right Turn Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 15%

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/ Bicycle Lane Coverage	B	C	D	E
0-49%	**	2,800	7,300	>7,300
50-84%	2,200	3,400	13,100	>13,100
85-100%	4,100	>4,100	***	***

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	**	**	5,000	14,400
50-84%	**	**	11,300	18,800
85-100%	**	11,400	18,800	>18,800

Appendix B – Roadway Segment Level of Service

TABLE B-1
EXISTING CONDITIONS
ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION (a)	CAPACITY VOLUME	ESTIMATED 2012 ADT (b)	V/C RATIO (c)	LOS
County Road G13 (Bitterwater Rd)					
King City to County Border	2-Lane Class I Major Roadway (d)	14,440	1,490	0.103	B
County Road G14 (Jolon Rd/Interlake Rd)					
US-101 to San Lucas Rd	2-Lane Class I Major Roadway (d)	14,440	6,850	0.474	B
San Lucas Rd to Lockwood	2-Lane Class I Major Roadway (d)	14,440	1,400	0.097	B
Lockwood to County Border	2-Lane Class I Major Roadway (d)	14,440	430	0.030	B
County Road G15 (Metz Rd)					
SR-146 to Elm Ave	2-Lane Class I Major Roadway (d)	14,440	1,905	0.132	B
Elm Ave to Spreckels Rd	2-Lane Class I Major Roadway (d)	14,440	1,930	0.134	B
County Road G16 (Carmel Valley Road/Arroyo Seco Rd/Elm Ave)					
Via Los Tulares to Cachagua Rd	2-Lane Class I Major Roadway (d)	14,440	3,250	0.225	B
Cachagua Rd to Arroyo Seco Rd	2-Lane Class I Major Roadway (d)	14,440	875	0.061	B
Carmel Valley Rd to Elm Ave	2-Lane Class I Major Roadway (d)	14,440	775	0.054	B
Arroyo Seco Rd to Central Ave	2-Lane Class I Major Roadway (d)	14,440	680	0.047	B
US-101 to Metz Rd	2-Lane Class I Major Roadway (d)	14,440	2,200	0.152	B
County Road G17 (Reservation Rd/River Rd/Ft Romie Rd/Arroyo Seco Rd)					
Davis Rd to SR-68	2-Lane Class I Major Roadway (Undivided)	10,640	6,390	0.601	C
SR-68 to Las Palmas Rd	4-Lane Class I Major Roadway	30,420	13,600	0.447	B
Las Palmas Rd to Las Palmas Pkwy	2-Lane Class I Major Roadway	14,440	11,350	0.786	C
Las Palmas Pkwy to Pine Canyon Rd	2-Lane Class I Major Roadway (Undivided)	10,640	4,450	0.418	B
Pine Canyon Rd to Chualar River Rd	2-Lane Class I Major Roadway (Undivided)	10,640	2,340	0.220	B
Chualar River Rd to Gonzales River Rd	2-Lane Class I Major Roadway (Undivided)	10,640	725	0.068	B
Gonzalez River Rd to Foothill Rd	2-Lane Class I Major Roadway (Undivided)	10,640	1,510	0.142	B
Foothill Rd to Arroyo Seco Rd	2-Lane Class I Major Roadway (Undivided)	10,640	2,100	0.197	B
Ft Romie Rd to Elm Ave	2-Lane Class I Major Roadway (Undivided)	10,640	1,350	0.127	B
County Road G18 (Jolon Rd)					
Lockwood to US-101	2-Lane Class I Major Roadway (d)	14,440	1,400	0.097	B
County Road G19 (Nacimiento Lake Dr)					
US-101 to County Border	2-Lane Class I Major Roadway (d)	14,440	300	0.021	B
County Road G20 (Laureles Grade Rd)					
SR-68 to Camino Escondido Rd	2-Lane Class I Major Roadway (Undivided)	10,640	7,500	0.705	C
Alisal Rd					
Salinas City Line to Old Stage Rd	2-Lane Class I Major Roadway (Undivided)	10,640	4,050	0.381	B
Alta St					
US-101 to Gonzales City Line	2-Lane Class I Major Roadway (Undivided)	10,640	7,333	0.689	C
Aromas Rd					
San Juan Rd to County Border	2-Lane Class I Major Roadway (Undivided)	10,640	3,250	0.305	B
Arroyo Seco Rd					
Fort Romie Rd to US-101	2-Lane Class I Major Roadway (d)	14,440	3,600	0.249	B
Blackie Rd					
Merritt Street to Commercial Pkwy E	4-Lane Class I Other Roadway	20,280	10,100	0.498	B
Commercial Pkwy E to US-101	2-Lane Class I Other Roadway (Undivided)	6,840	2,500	0.365	B
Blanco Rd					
S Davis Rd to W Alisal St	3-Lane Class II Major Roadway	20,880	17,900	0.857	D
W Alisal St to Salinas City Line	4-Lane Class II Major Roadway	28,530	17,900	0.627	C
Boronda Rd					
Southern Terminus to Brooks Rd	2-Lane Class I Other Roadway (Undivided)	6,840	2,650	0.387	B
Brooks Rd to Salinas City Line	2-Lane Class I Other Roadway (Undivided)	6,840	819	0.120	B
Carpenteria Rd					
San Juan Rd to County Border	2-Lane Class I Major Roadway (Undivided)	10,640	3,400	0.320	B

TABLE B-1
EXISTING CONDITIONS
ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION (a)	CAPACITY VOLUME	ESTIMATED 2012 ADT (b)	V/C RATIO (c)	LOS
Castroville Blvd					
SR-156 to Dolan Rd	2-Lane Class I Major Roadway	14,440	9,050	0.627	C
Dolan Rd to San Miguel Canyon Rd	2-Lane Class I Major Roadway (Undivided)	10,640	6,200	0.583	B
Central Ave					
Elm Ave to US-101	2-Lane Class I Other Roadway (Undivided)	6,840	1,090	0.159	B
Chualar Rd					
US-101 to Old Stage Rd	2-Lane Class I Other Roadway (d)	9,880	1,800	0.182	B
Chualar River Rd					
River Rd to Foletta Rd	2-Lane Class I Other Roadway (d)	9,880	2,610	0.264	B
Cooper Rd					
Nashua Rd to Blanco Rd	2-Lane Class I Other Roadway (d)	9,880	2,000	0.202	B
Corral De Tierra					
SR-68 to Robley Rd	2-Lane Class I Other Roadway (Undivided)	6,840	6,150	0.899	C
Crazy Horse Canyon Rd					
San Juan Grade Rd to US-101	2-Lane Class I Major Roadway (Undivided)	10,640	4,450	0.418	B
Dolan Rd					
SR-1 to Castroville Blvd	2-Lane Class I Major Roadway (Undivided)	10,640	5,100	0.479	B
Echo Valley Rd					
San Miguel Canyon Rd to US-101	2-Lane Class I Other Roadway (Undivided)	6,840	2,970	0.434	B
Elkhorn Rd					
Hall Rd to Strawberry Rd	2-Lane Class I Other Roadway (Undivided)	6,840	3,250	0.475	B
Espinosa Rd					
SR-183 to US-101	2-Lane Class I Other Roadway (Undivided)	6,840	11,067	1.618	F
Gonzales River Rd					
River Rd to Alta St	2-Lane Class I Major Roadway (Undivided)	10,640	1,620	0.152	B
Grant St					
Payson Rd to Scott St	2-Lane Class I Other Roadway (Undivided)	6,840	2,430	0.355	B
Scott St to Clay St	2-Lane Class I Other Roadway (Undivided)	6,840	2,970	0.434	B
Harkins Rd					
Spreckels Blvd to Salinas City Line	2-Lane Class I Major Roadway (Undivided)	10,640	2,790	0.262	B
Harris Rd					
Spreckels Blvd to City Line	2-Lane Class I Other Roadway (Undivided)	6,840	8,900	1.301	F
Hebert Rd					
San Juan Grade Rd to Old Stage Rd	2-Lane Class I Other Roadway (Undivided)	6,840	3,330	0.487	B
Lockwood-San Lucas Rd					
US-101 to Jolon Rd	2-Lane Class I Other Roadway (Undivided)	6,840	904	0.132	B
Molera Rd					
SR-1 to SR-1 (south of Moss Landing)	2-Lane Class I Other Roadway (d)	9,880	830	0.084	B
Nashua Rd					
SR-1 to Cooper Rd	2-Lane Class I Other Roadway (d)	9,880	2,450	0.248	B
Old Stage Rd					
Hebert Rd to Natividad Rd	2-Lane Class I Major Roadway (Undivided)	10,640	3,780	0.355	B
Natividad Rd to Salinas City Line	2-Lane Class I Major Roadway (Undivided)	10,640	2,000	0.188	B
Williams Rd to Alisal Rd	2-Lane Class I Major Roadway (Undivided)	10,640	2,250	0.211	B
Alisal Rd to Chualar Rd	2-Lane Class I Major Roadway (Undivided)	10,640	3,500	0.329	B
Chualar Rd to Alta St	2-Lane Class I Major Roadway (Undivided)	10,640	2,100	0.197	B
Pine Canyon Rd (King City)					
Pine Meadow Dr to Merritt St	2-Lane Class I Other Roadway	9,880	3,750	0.380	B
Merritt St to Jolon Rd	2-Lane Class I Other Roadway (Undivided)	6,840	4,750	0.694	C
Porter Dr					
Salinas Rd to San Juan Rd	4-Lane Class I Other Roadway	20,280	18,150	0.895	C

TABLE B-1
EXISTING CONDITIONS
ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION (a)	CAPACITY VOLUME	ESTIMATED 2012 ADT (b)	V/C RATIO (c)	LOS
San Juan Rd to Santa Cruz County	4-Lane Class I Major Roadway	30,420	34,750	1.142	F
Prunedale North Rd					
SR-156 to San Miguel Canyon	2-Lane Class I Other Roadway (Undivided)	6,840	3,900	0.570	B
Rogge Rd					
San Juan Grade Rd to Jade Dr	2-Lane Class I Other Roadway	9,880	4,050	0.410	B
Russell Rd					
US 101 to San Juan Grade Rd	2-Lane Class I Other Roadway (Undivided)	6,840	9,700	1.418	F
Salinas Rd					
SR-1 to Fruitland Ave	2-Lane Class I Major Roadway (Undivided)	10,640	12,050	1.133	F
Fruitland Ave to Elkhorn Rd	3-Lane Class I Major Roadway	22,430	12,050	0.537	B
San Juan Grade Rd					
Salinas City Line to Russell Rd	2-Lane Class I Major Roadway (Undivided)	10,640	11,150	1.048	F
Russell Rd to Rogge Rd	2-Lane Class I Major Roadway	14,440	11,950	0.828	C
Rogge Rd to Hebert Rd	2-Lane Class I Major Roadway (Undivided)	10,640	3,250	0.305	B
Hebert Rd to Crazy Horse Canyon Rd	2-Lane Class I Major Roadway (Undivided)	10,640	5,100	0.479	B
San Miguel Canyon Rd					
San Juan Rd to Tarpey Rd	2-Lane Class I Other Roadway (Undivided)	6,840	2,150	0.314	B
Tarpey Rd to Hall Rd	2-Lane Class I Other Roadway	9,880	6,700	0.678	C
Spreckels Blvd					
SR-68 to Harkins Rd	2-Lane Class I Major Roadway	14,440	6,750	0.467	B
Strawberry Rd					
Elkhorn Rd to San Miguel Canyon Rd	2-Lane Class I Other Roadway (Undivided)	6,840	1,350	0.197	B
Tarpey Rd					
San Miguel Canyon Rd to San Juan Rd	2-Lane Class I Other Roadway (Undivided)	6,840	4,650	0.680	C

Notes:
Bold and shaded values indicate roadway segments operating at LOS E or F.
(a) Existing roads street classification is based on the AMBAG Regional Travel Demand Model and aerials of the study area.
(b) Volumes estimated from 2006 and 2010 count data provided by Monterey County.
(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.
(d) While these roads do not have turn lanes or a median, there are no major conflict points and thus they operate with a higher capacity.

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TABLE B-2
YEAR 2030 CONDITIONS
ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION (a)	CAPACITY VOLUME	FORECAST 2030 ADT (b)	V/C RATIO (c)	LOS
County Road G13 (Bitterwater Rd)					
King City to County Border	2-Lane Class I Major Roadway (d)	14,440	3,200	0.222	B
County Road G14 (Jolon Rd/Interlake Rd)					
US-101 to San Lucas Rd	2-Lane Class I Major Roadway (d)	14,440	11,300	0.783	C
San Lucas Rd to Lockwood	2-Lane Class I Major Roadway (d)	14,440	2,000	0.139	B
Lockwood to County Border	2-Lane Class I Major Roadway (d)	14,440	900	0.062	B
County Road G15 (Metz Rd)					
SR-146 to Elm Ave	2-Lane Class I Major Roadway (d)	14,440	2,900	0.201	B
Elm Ave to Spreckels Rd	2-Lane Class I Major Roadway (d)	14,440	3,000	0.208	B
County Road G16 (Carmel Valley Road/Arroyo Seco Rd/Elm Ave)					
Via Los Tulares to Cachagua Rd	2-Lane Class I Major Roadway (d)	14,440	4,500	0.312	B
Cachagua Rd to Arroyo Seco Rd	2-Lane Class I Major Roadway (d)	14,440	1,500	0.104	B
Carmel Valley Rd to Elm Ave	2-Lane Class I Major Roadway (d)	14,440	1,400	0.097	B
Arroyo Seco Rd to Central Ave	2-Lane Class I Major Roadway (d)	14,440	1,200	0.083	B
US-101 to Metz Rd	2-Lane Class I Major Roadway (d)	14,440	3,400	0.235	B
County Road G17 (Reservation Rd/River Rd/Ft Romie Rd/Arroyo Seco Rd)					
Davis Rd to SR-68	2-Lane Class I Major Roadway (Undivided)	10,640	11,700	1.100	F
SR-68 to Las Palmas Rd	4-Lane Class I Major Roadway	30,420	16,800	0.552	B
Las Palmas Rd to Las Palmas Pkwy	2-Lane Class I Major Roadway	14,440	14,000	0.970	D
Las Palmas Pkwy to Pine Canyon Rd	2-Lane Class I Major Roadway (Undivided)	10,640	5,200	0.489	B
Pine Canyon Rd to Chualar River Rd	2-Lane Class I Major Roadway (Undivided)	10,640	2,700	0.254	B
Chualar River Rd to Gonzales River Rd	2-Lane Class I Major Roadway (Undivided)	10,640	1,100	0.103	B
Gonzalez River Rd to Foothill Rd	2-Lane Class I Major Roadway (Undivided)	10,640	1,900	0.179	B
Foothill Rd to Arroyo Seco Rd	2-Lane Class I Major Roadway (Undivided)	10,640	3,000	0.282	B
Ft Romie Rd to Elm Ave	2-Lane Class I Major Roadway (Undivided)	10,640	1,700	0.160	B
County Road G18 (Jolon Rd)					
Lockwood to US-101	2-Lane Class I Major Roadway (d)	14,440	2,700	0.187	B
County Road G19 (Nacimiento Lake Dr)					
US-101 to County Border	2-Lane Class I Major Roadway (d)	14,440	600	0.042	B
County Road G20 (Laureles Grade Rd)					
SR-68 to Camino Escondido Rd	2-Lane Class I Major Roadway (Undivided)	10,640	8,800	0.827	C
Alisal Rd					
Salinas City Line to Old Stage Rd	2-Lane Class I Major Roadway (Undivided)	10,640	5,500	0.517	B
Alta St					
US-101 to Gonzales City Line	2-Lane Class I Major Roadway (Undivided)	10,640	10,400	0.977	D
Aromas Rd					
San Juan Rd to County Border	2-Lane Class I Major Roadway (Undivided)	10,640	3,900	0.367	B
Arroyo Seco Rd					
Fort Romie Rd to US-101	2-Lane Class I Major Roadway (d)	14,440	5,100	0.353	B
Blackie Rd					
Merritt Street to Commercial Pkwy E	4-Lane Class I Other Roadway	20,280	14,300	0.705	B
Commercial Pkwy E to US-101	2-Lane Class I Other Roadway (Undivided)	6,840	3,100	0.453	B
Blanco Rd					
S Davis Rd to W Alisal St	3-Lane Class II Major Roadway	20,880	31,024	1.486	F
W Alisal St to Salinas City Line	4-Lane Class II Major Roadway	28,530	27,324	0.958	E
Boronda Rd					
Southern Terminus to Brooks Rd	2-Lane Class I Other Roadway (Undivided)	6,840	3,100	0.453	B
Brooks Rd to Salinas City Line	2-Lane Class I Other Roadway (Undivided)	6,840	600	0.088	B
Carpenteria Rd					
San Juan Rd to County Border	2-Lane Class I Major Roadway (Undivided)	10,640	4,200	0.395	B

TABLE B-2
YEAR 2030 CONDITIONS
ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION (a)	CAPACITY VOLUME	FORECAST 2030 ADT (b)	V/C RATIO (c)	LOS
Castroville Blvd					
SR-156 to Dolan Rd	2-Lane Class I Major Roadway	14,440	7,200	0.499	B
Dolan Rd to San Miguel Canyon Rd	2-Lane Class I Major Roadway (Undivided)	10,640	5,000	0.470	B
Central Ave					
Elm Ave to US-101	2-Lane Class I Other Roadway (Undivided)	6,840	1,200	0.175	B
Chualar Rd					
US-101 to Old Stage Rd	2-Lane Class I Other Roadway (d)	9,880	3,400	0.344	B
Chualar River Rd					
River Rd to Foletta Rd	2-Lane Class I Other Roadway (d)	9,880	3,400	0.344	B
Cooper Rd					
Nashua Rd to Blanco Rd	2-Lane Class I Other Roadway (d)	9,880	6,600	0.668	C
Corral De Tierra					
SR-68 to Robley Rd	2-Lane Class I Other Roadway (Undivided)	6,840	9,400	1.374	F
Crazy Horse Canyon Rd					
San Juan Grade Rd to US-101	2-Lane Class I Major Roadway (Undivided)	10,640	12,600	1.184	F
Dolan Rd					
SR-1 to Castroville Blvd	2-Lane Class I Major Roadway (Undivided)	10,640	6,700	0.630	C
Echo Valley Rd					
San Miguel Canyon Rd to US-101	2-Lane Class I Other Roadway (Undivided)	6,840	2,800	0.409	B
Elkhorn Rd					
Hall Rd to Strawberry Rd	2-Lane Class I Other Roadway (Undivided)	6,840	4,800	0.702	C
Espinosa Rd					
SR-183 to US-101	2-Lane Class I Other Roadway (Undivided)	6,840	9,200	1.345	F
Gonzales River Rd					
River Rd to Alta St	2-Lane Class I Major Roadway (Undivided)	10,640	1,600	0.150	B
Grant St					
Payson Rd to Scott St	2-Lane Class I Other Roadway (Undivided)	6,840	7,200	1.053	F
Scott St to Clay St	2-Lane Class I Other Roadway (Undivided)	6,840	8,800	1.287	F
Harkins Rd					
Spreckels Blvd to Salinas City Line	2-Lane Class I Major Roadway (Undivided)	10,640	3,262	0.307	B
Harris Rd					
Spreckels Blvd to City Line	2-Lane Class I Other Roadway (Undivided)	6,840	15,873	2.321	F
Hebert Rd					
San Juan Grade Rd to Old Stage Rd	2-Lane Class I Other Roadway (Undivided)	6,840	12,100	1.769	F
Lockwood-San Lucas Rd					
US-101 to Jolon Rd	2-Lane Class I Other Roadway (Undivided)	6,840	1,700	0.249	B
Molera Rd					
SR-1 to SR-1 (south of Moss Landing)	2-Lane Class I Other Roadway (d)	9,880	1,200	0.121	B
Nashua Rd					
SR-1 to Cooper Rd	2-Lane Class I Other Roadway (d)	9,880	5,600	0.567	B
Old Stage Rd					
Hebert Rd to Natividad Rd	2-Lane Class I Major Roadway (Undivided)	10,640	13,200	1.241	F
Natividad Rd to Salinas City Line	2-Lane Class I Major Roadway (Undivided)	10,640	11,100	1.043	F
Williams Rd to Alisal Rd	2-Lane Class I Major Roadway (Undivided)	10,640	2,600	0.244	B
Alisal Rd to Chualar Rd	2-Lane Class I Major Roadway (Undivided)	10,640	4,800	0.451	B
Chualar Rd to Alta St	2-Lane Class I Major Roadway (Undivided)	10,640	6,200	0.583	B
Pine Canyon Rd (King City)					
Pine Meadow Dr to Merritt St	2-Lane Class I Other Roadway	9,880	8,600	0.870	C
Merritt St to Jolon Rd	2-Lane Class I Other Roadway (Undivided)	6,840	10,900	1.594	F
Porter Dr					
Salinas Rd to San Juan Rd	4-Lane Class I Other Roadway	20,280	23,200	1.144	F
San Juan Rd to Santa Cruz County	4-Lane Class I Major Roadway	30,420	52,600	1.729	F
Prunedale North Rd					

TABLE B-2
YEAR 2030 CONDITIONS
ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION (a)	CAPACITY VOLUME	FORECAST 2030 ADT (b)	V/C RATIO (c)	LOS
SR-156 to San Miguel Canyon	2-Lane Class I Other Roadway (Undivided)	6,840	6,000	0.877	C
Rogge Rd					
San Juan Grade Rd to Jade Dr	2-Lane Class I Other Roadway	9,880	11,900	1.204	F
Russell Rd					
US 101 to San Juan Grade Rd	2-Lane Class I Other Roadway (Undivided)	6,840	19,300	2.822	F
Salinas Rd					
SR-1 to Fruitland Ave	2-Lane Class I Major Roadway (Undivided)	10,640	16,000	1.504	F
Fruitland Ave to Elkhorn Rd	3-Lane Class I Major Roadway	22,430	16,000	0.713	B
San Juan Grade Rd					
Salinas City Line to Russell Rd	2-Lane Class I Major Roadway (Undivided)	10,640	20,000	1.880	F
Russell Rd to Rogge Rd	2-Lane Class I Major Roadway	14,440	23,100	1.600	F
Rogge Rd to Hebert Rd	2-Lane Class I Major Roadway (Undivided)	10,640	6,200	0.583	B
Hebert Rd to Crazy Horse Canyon Rd	2-Lane Class I Major Roadway (Undivided)	10,640	16,400	1.541	F
San Miguel Canyon Rd					
San Juan Rd to Tarpey Rd	2-Lane Class I Other Roadway (Undivided)	6,840	3,300	0.482	B
Tarpey Rd to Hall Rd	2-Lane Class I Other Roadway	9,880	8,700	0.881	C
Spreckels Blvd					
SR-68 to Harkins Rd	2-Lane Class I Major Roadway	14,440	11,911	0.825	C
Strawberry Rd					
Elkhorn Rd to San Miguel Canyon Rd	2-Lane Class I Other Roadway (Undivided)	6,840	1,400	0.205	B
Tarpey Rd					
San Miguel Canyon Rd to San Juan Rd	2-Lane Class I Other Roadway (Undivided)	6,840	5,100	0.746	C

Notes:
Bold and shaded values indicate roadway segments operating at LOS E or F.
(a) Roads street classification represents existing conditions plus projects included in the TAMC fee program study.
(b) Volumes obtained from the Year 2030 AMBAG Regional Travel Demand Forecast Model, assuming construction of projects included in the TAMC fee program study.
(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.
(d) While these roads do not have turn lanes or a median, there are no major conflict points and thus they operate with a higher capacity.
(e) Year 2030 volumes include additional project trips generated by planned Salinas Ag-Industrial Center, located near Abbott Street and Harris Road.

K:\SJC_TPTO\095686000\Excel\[Fee Tables 2013-5-6.xlsm]2030

Appendix C – Project Fact Sheets

Kimley-Horn and Associates, Inc.

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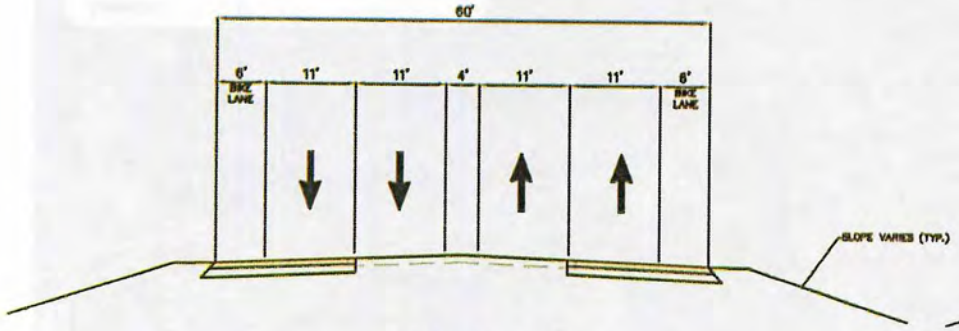
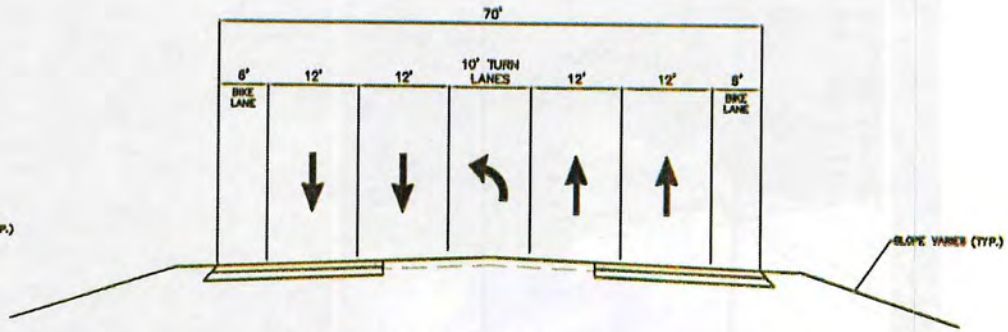
PROJECT 1

G-17 (Reservation Road) Improvements



TYPICAL SECTION 7

Merril Ranch to Portola Dr



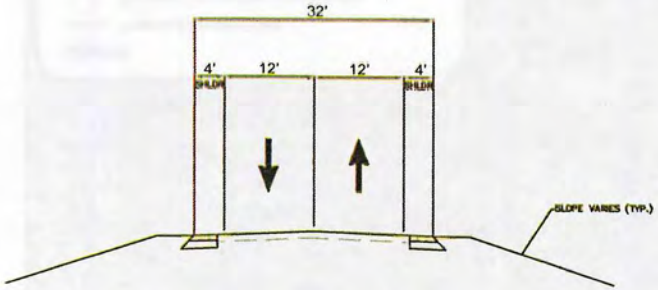
TYPICAL SECTION 8

Davis Rd to Merril Ranch
Portola Dr to SR-68

Note: Typical sections are provided to illustrate planning-level roadway concepts and dimensions. Actual cross section dimensions may vary by segment and will be defined further in project engineering stages.

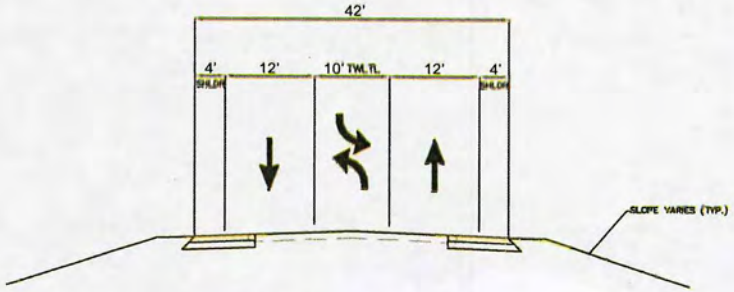
NOT TO SCALE


ROBLEY
CORRAL DE TIERRA
Legend:
Proposed Project Extent
Proposed Intersection Improvement
Project Length (mi.): 0.13
Total Cost (2012 Dollars): $800,000
Project Description:
Perform intersection improvements at Corral de Tierra and Robley Road.
NOT TO SCALE



TYPICAL SECTION 9

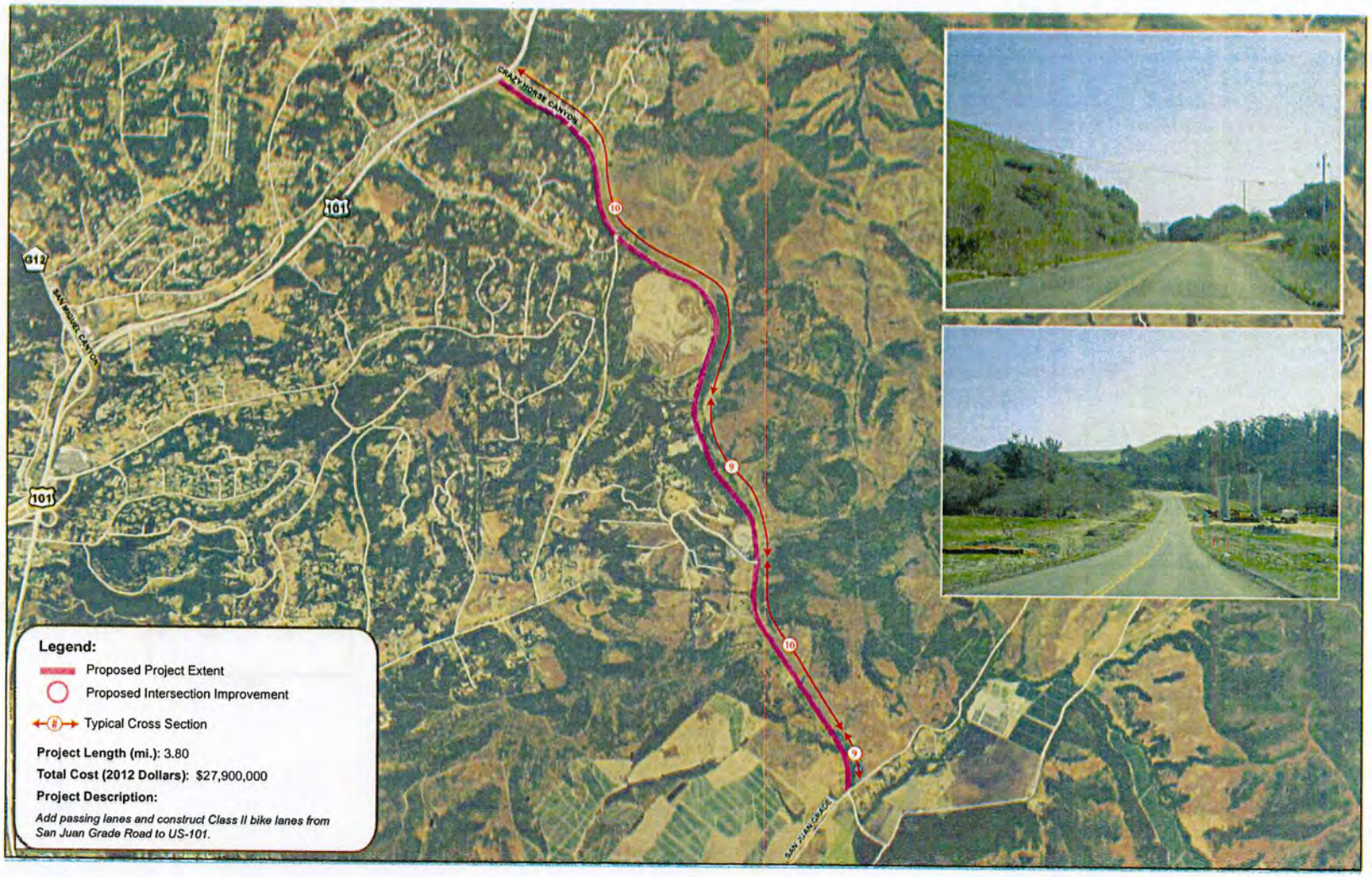
East/West Legs of Corral de Tierra/Robley Rd Intersection



TYPICAL SECTION 10

North Leg of Corral de Tierra/Robley Rd Intersection

NOT TO SCALE



Kimley-Horn and Associates, Inc.

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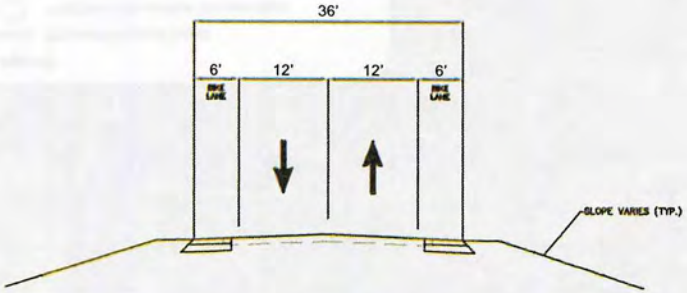
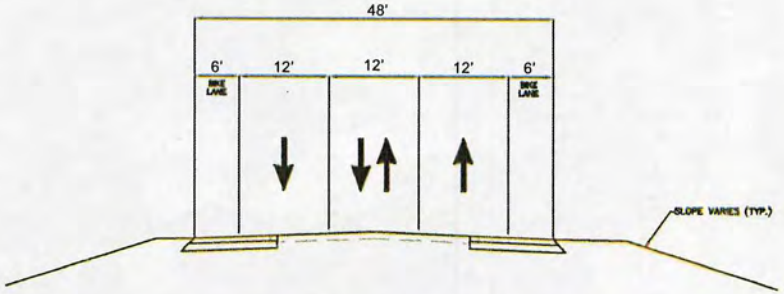
PROJECT 3

Crazy Horse Canyon Road Improvements



TYPICAL SECTION 9

Standard Roadway Section

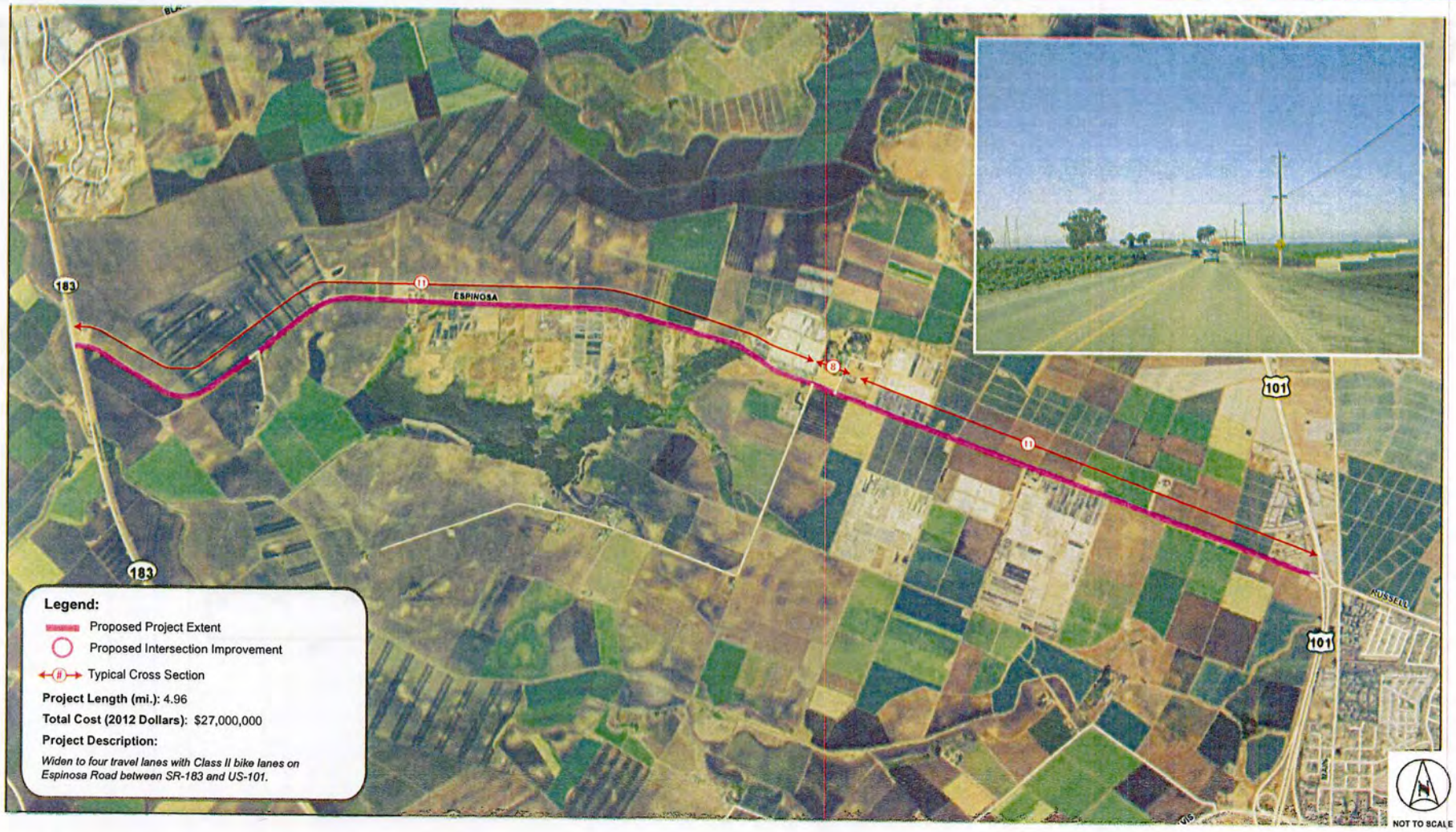


TYPICAL SECTION 10

Passing Lane Section

Note: Typical sections are provided to illustrate planning-level roadway concepts and dimensions. Actual cross section dimensions may vary by segment and will be defined further in project engineering stages.

NOT TO SCALE



Kimley-Horn and Associates, Inc.

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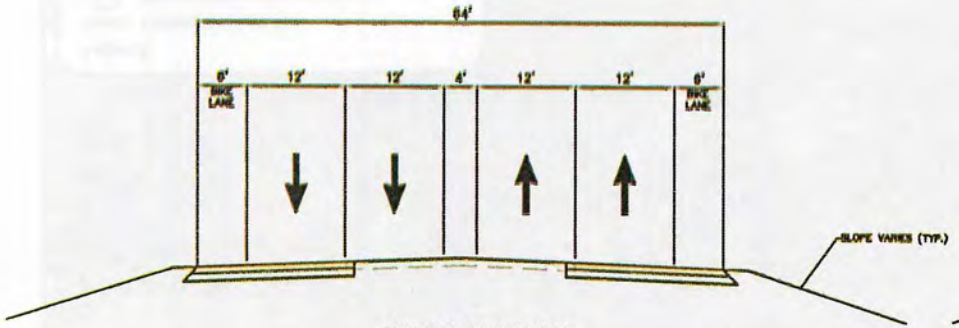
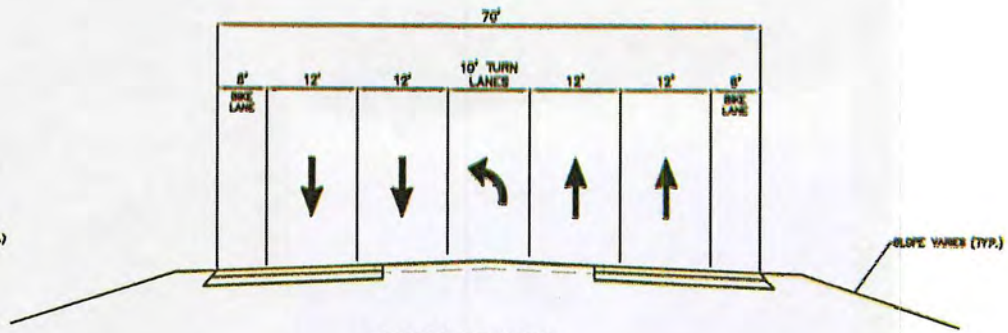
PROJECT 4

Espinosa Road Widening



TYPICAL SECTION 11

SR-183 to Rogers Road
Foxwood Lane to US-101

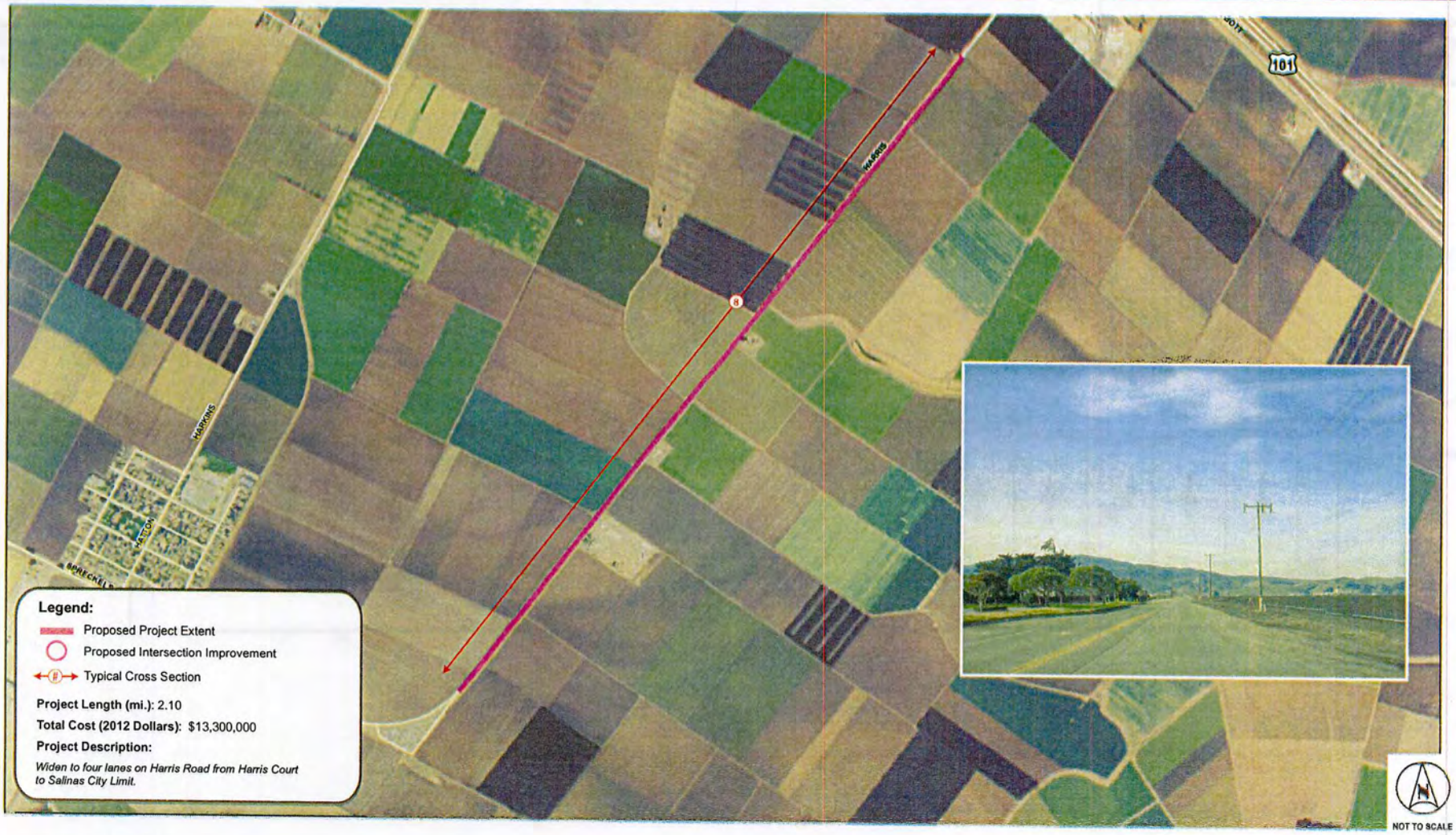


TYPICAL SECTION 8

Rogers Road to Foxwood Lane

Note: Typical sections are provided to illustrate planning-level roadway concepts and dimensions. Actual cross section dimensions may vary by segment and will be defined further in project engineering stages.

NOT TO SCALE



Kimley-Horn and Associates, Inc.

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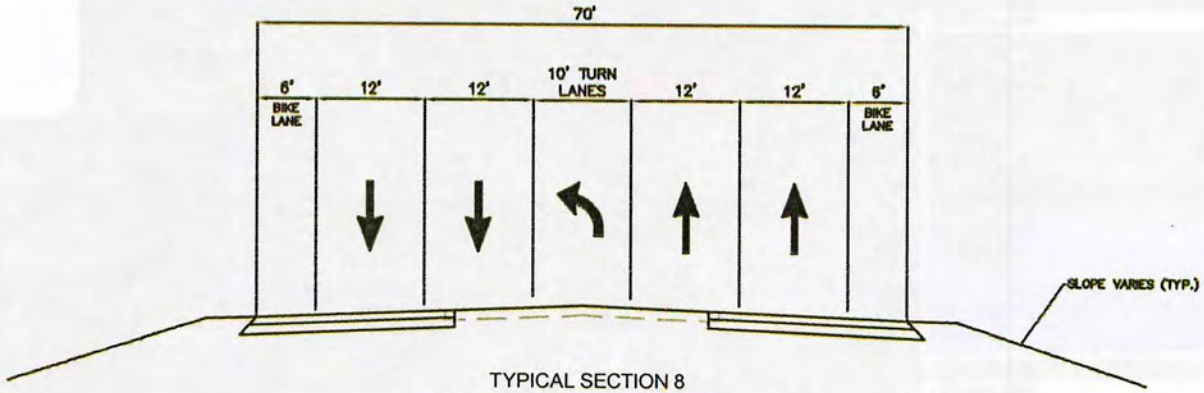
PROJECT 5

Harris Road Widening

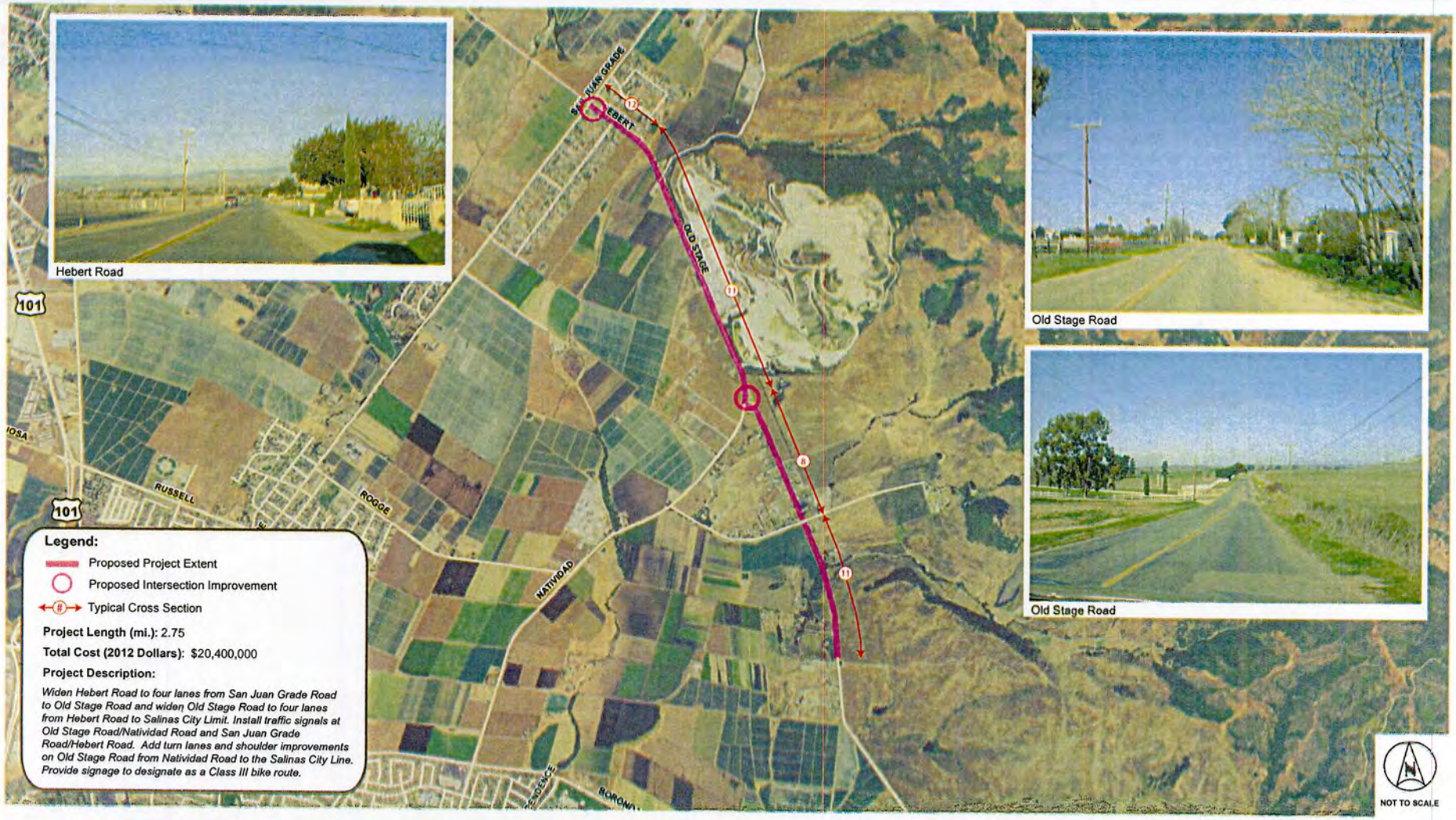


TYPICAL SECTION 8

Harris Ct to Harris Plaza

Note: Typical sections are provided to illustrate planning-level roadway concepts and dimensions. Actual cross section dimensions may vary by segment and will be defined further in project engineering stages.

NOT TO SCALE



Hebert Road

Old Stage Road

Old Stage Road

Legend:

- Proposed Project Extent
- Proposed Intersection Improvement
- Typical Cross Section

Project Length (mi.): 2.75

Total Cost (2012 Dollars): $20,400,000

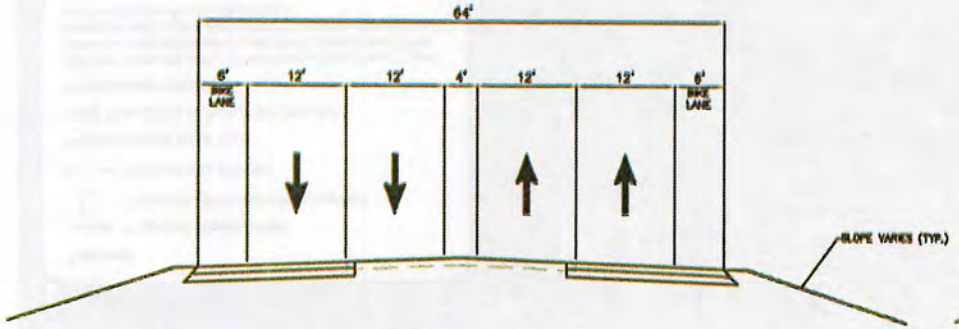
Project Description:

Widen Hebert Road to four lanes from San Juan Grade Road to Old Stage Road and widen Old Stage Road to four lanes from Hebert Road to Salinas City Limit. Install traffic signals at Old Stage Road/Natividad Road and San Juan Grade Road/Hebert Road. Add turn lanes and shoulder improvements on Old Stage Road from Natividad Road to the Salinas City Line. Provide signage to designate as a Class III bike route.

Kimley-Horn and Associates, Inc.

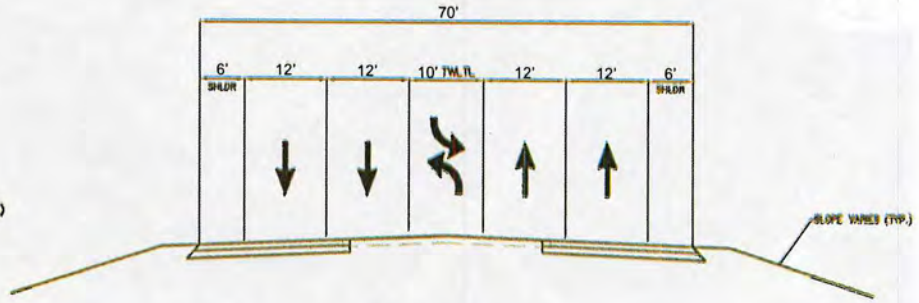
PROJECT 6

Hebert Road/Old Stage Road Widening



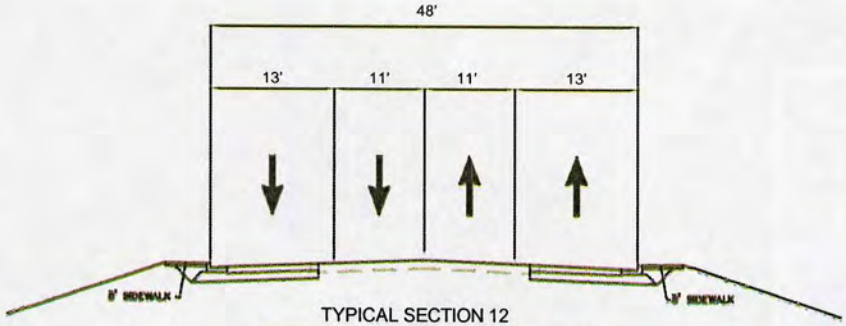
TYPICAL SECTION 11

Old Stage Road to Natividad Road
Old Natividad Road to Salinas City Limit



TYPICAL SECTION 8

Natividad Road to Old Natividad Road



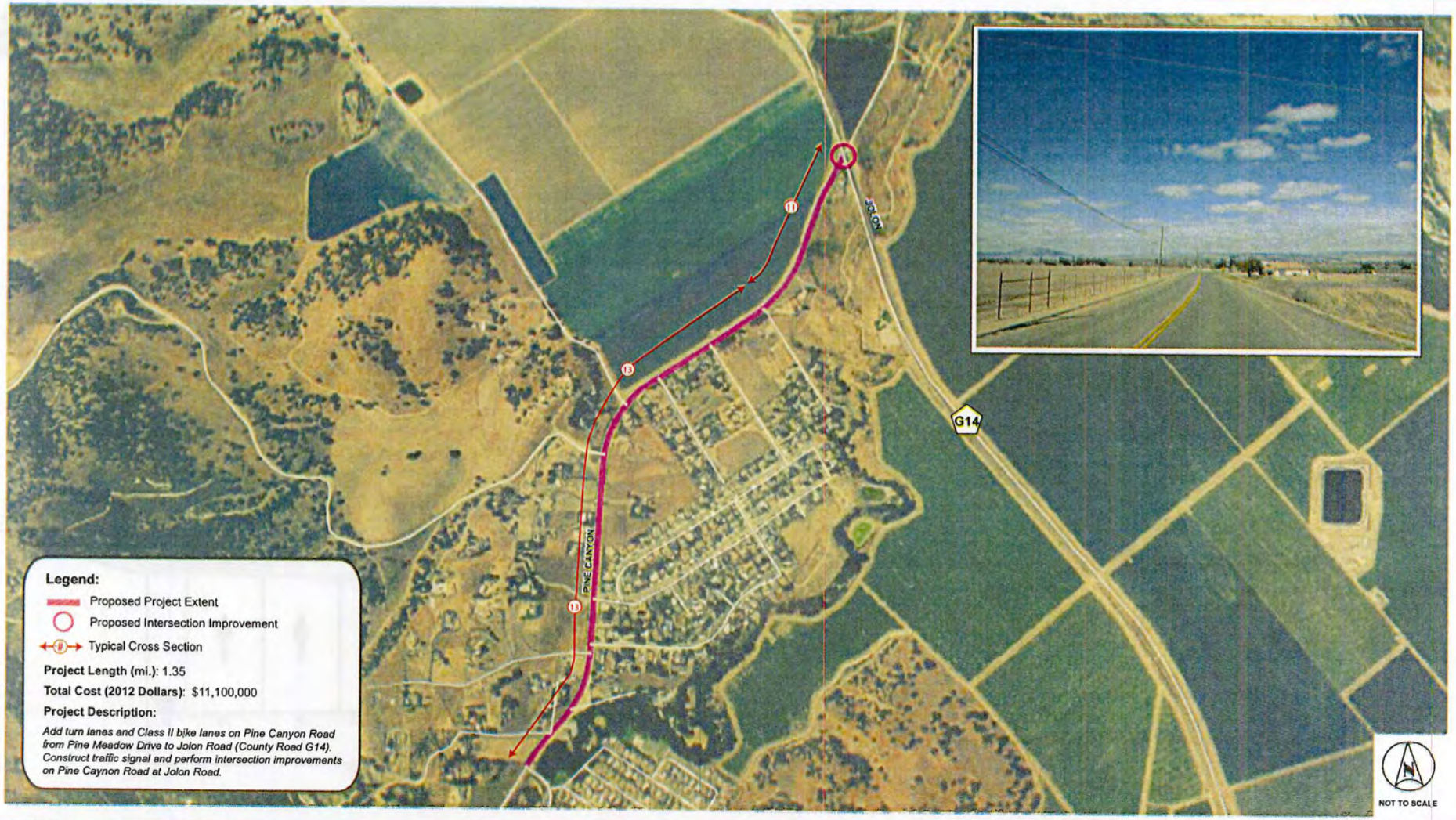
TYPICAL SECTION 12

San Juan Grade Road to Old Stage Road

Note: Typical sections are provided to illustrate planning-level roadway concepts and dimensions. Actual cross section dimensions may vary by segment and will be defined further in project engineering stages.

NOT TO SCALE

Monterey County Transportation Impact Fee Program - Countywide Fee Program Projects



Legend:

- Proposed Project Extent
- Proposed Intersection Improvement
- Typical Cross Section

Project Length (mi.): 1.35

Total Cost (2012 Dollars): $11,100,000

Project Description:

Add turn lanes and Class II bike lanes on Pine Canyon Road from Pine Meadow Drive to Jolon Road (County Road G14). Construct traffic signal and perform intersection improvements on Pine Caynon Road at Jolon Road.

NOT TO SCALE

Kimley-Horn and Associates, Inc.

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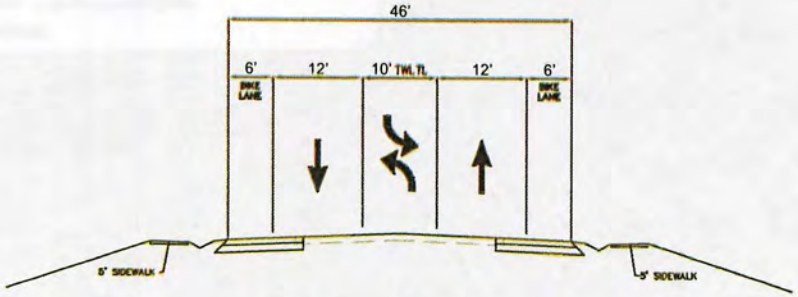
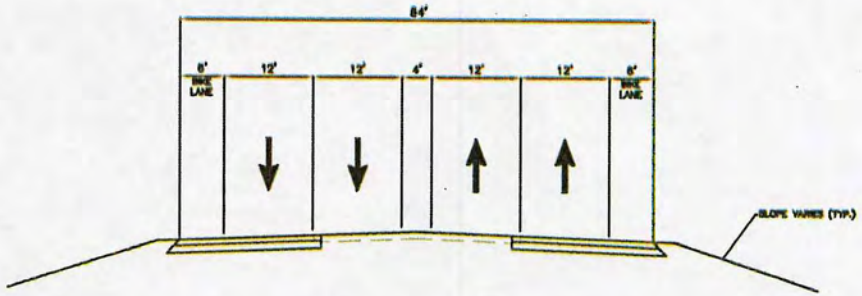
PROJECT 7

Pine Canyon Road Improvements



TYPICAL SECTION 13

Pine Meadow Drive to Burns Road



TYPICAL SECTION 11

Burns Road to Jolon Road

NOT TO SCALE

Kimley-Horn and Associates, Inc.

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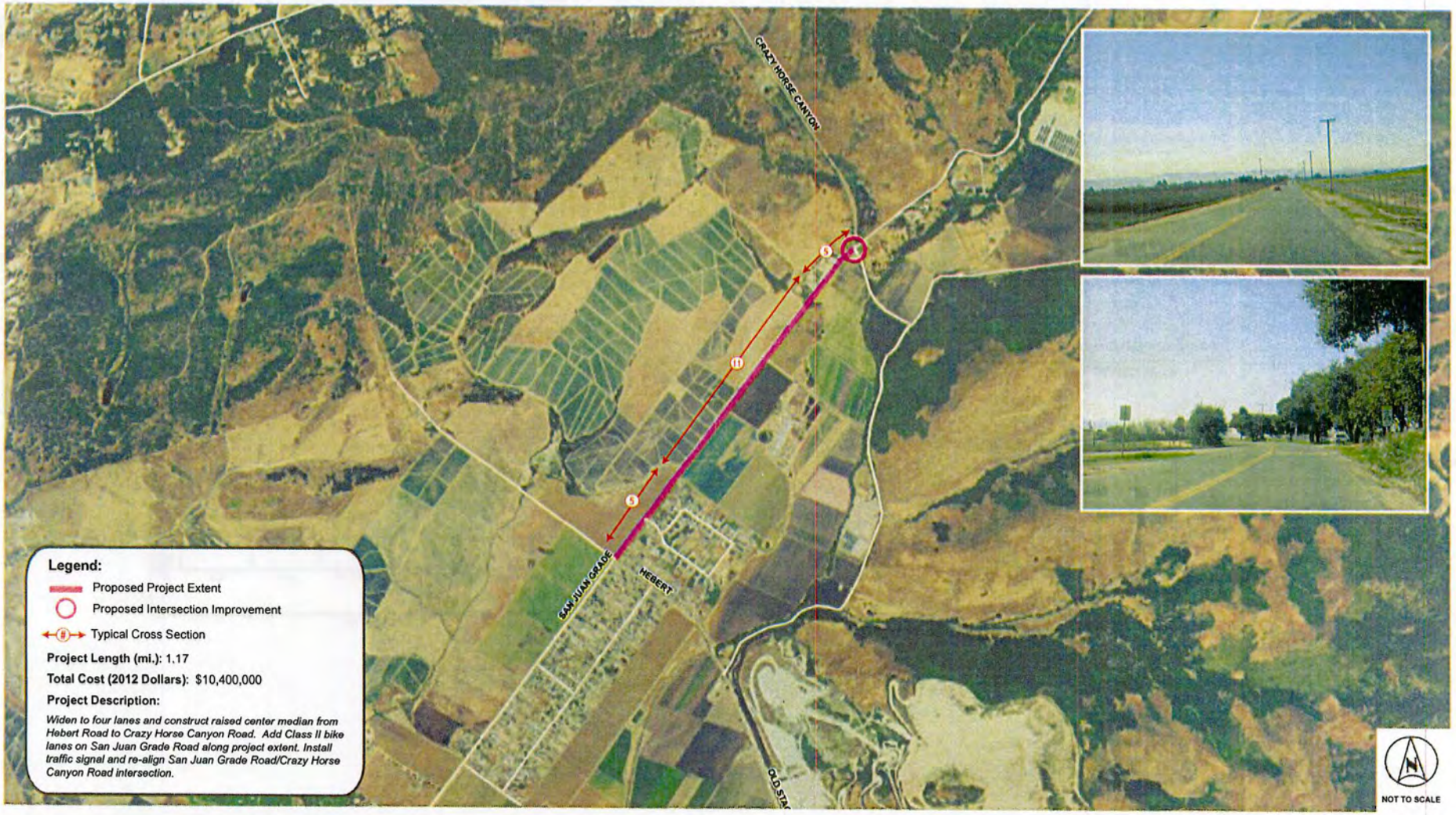
PROJECT 8

Rogge Road Improvements



Legend:

- Proposed Project Extent
- Proposed Intersection Improvement
- Typical Cross Section

Project Length (mi.): 1.17

Total Cost (2012 Dollars): $10,400,000

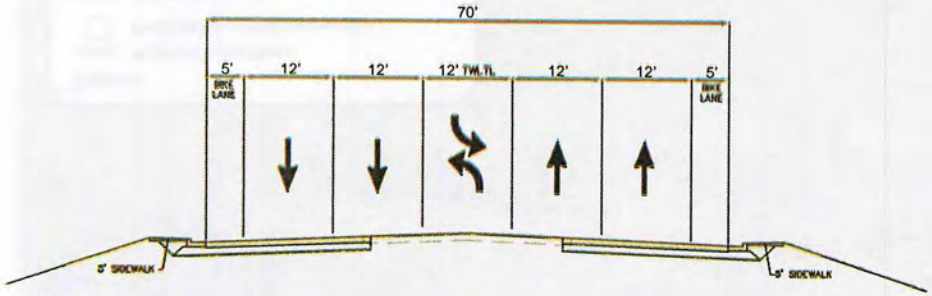
Project Description:

Widen to four lanes and construct raised center median from Hebert Road to Crazy Horse Canyon Road. Add Class II bike lanes on San Juan Grade Road along project extent. Install traffic signal and re-align San Juan Grade Road/Crazy Horse Canyon Road intersection.

Kimley-Horn and Associates, Inc.

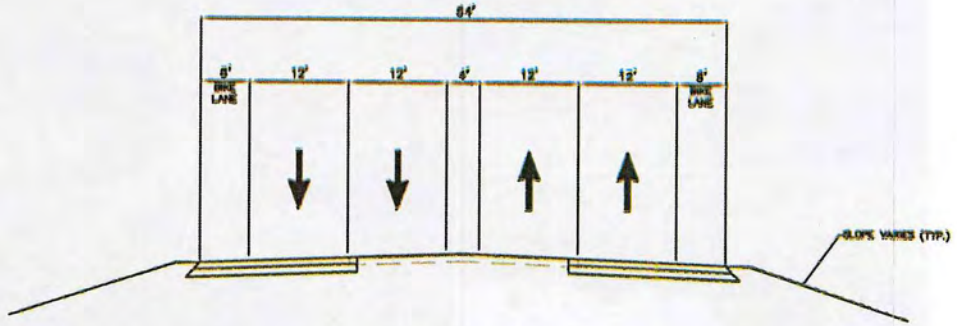
PROJECT 9

San Juan Grade Road Improvements



TYPICAL SECTION 5

Hebert Road to Valle San Juan Drive
Lagunita School to Crazy Horse Canyon Road



TYPICAL SECTION 11

Valle San Juan Drive to Lagunita School

Note: Typical sections are provided to illustrate planning-level roadway concepts and dimensions. Actual cross section dimensions may vary by segment and will be defined further in project engineering stages.

NOT TO SCALE

Appendix D – Project Prioritization Criteria

TABLE D-1
MONTEREY COUNTY DEVELOPMENT IMPACT FEE
PROJECT PRIORITIZATION CRITERIA

#	Proposed Projects	Planning Area	Project Description	Estimated Project Cost	Operational Improvement		Existing Operations		Multimodal Benefit	Implementation	Total Score	Priority
					Δ v/c	Scoring	LOS	Scoring	Scoring	Scoring		
1	G-17 Widening (Reservation Road)	Toro/Greater Salinas	Widen to four travel lanes with Class II bike lanes on Reservation Road from Davis Road to SR-68.	$ 30,300,000	-0.67	3	C	2	2	1	8	High
2	Corral de Tierra Road Improvements	Toro	Perform intersection improvements at Corral de Tierra and Robley Road.	$ 800,000	N/A	0	C	2	0	3	5	Low
3	Crazy Horse Canyon Road Improvements	North County	Add passing lanes and construct Class II bike lanes from San Juan Grade Road to US-101.	$ 27,900,000	-0.52	2	B	1	2	1	6	Medium
4	Espinosa Road Widening	Greater Salinas	Widen to four travel lanes with Class II bike lanes on Espinosa Road between SR-183 and US-101.	$ 27,000,000	-0.51	2	F	5	2	1	10	High
5	Harris Road Widening	Greater Salinas	Widen to four lanes on Harris Road from Harris Court to Salinas City Limit.	$ 13,300,000	-1.54	4	F	5	0	2	11	High
6	Hebert Road/Old Stage Road Widening	Greater Salinas	Widen Hebert Road to four lanes from San Juan Grade Road to Old Stage Road and widen Old Stage Road to four lanes from Hebert Road to Salinas City Limit. Install traffic signals at Old Stage Road/Natividad Road and San Juan Grade Road/Hebert Road. Add turn lanes and shoulder improvements on Old Stage Road from Natividad Road to the Salinas City Line. Provide signage to designate as a Class III bike route.	$ 20,400,000	-1.09	4	B	1	0	1	6	Medium
7	Pine Canyon Road Improvements	Central Salinas Valley	Add turn lanes and Class II bike lanes on Pine Canyon Road from Pine Meadow Drive to Jolon Road (County Road G14). Construct traffic signal and perform intersection improvements on Pine Caynon Road at Jolon Road.	$ 11,100,000	-0.49	0	C	2	2	2	6	Medium
8	Rogge Road Improvements	Greater Salinas	Construct traffic signal at the intersection of Rogge Road and San Juan Grade Road.	$ 900,000	N/A	0	B	1	0	3	4	Low
9	San Juan Grade Road Improvements	Greater Salinas	Widen to four lanes and construct raised center median from Hebert Road to Crazy Horse Canyon Road. Add Class II bike lanes on San Juan Grade Road along project extent. Install traffic signal and re-align San Juan Grade Road/Crazy Horse Canyon Road intersection.	$ 10,400,000	-0.93	3	B	1	2	2	8	High

Notes:
(1) For projects that include multiple study roadway segments, the 2030 ADT shown above represents an average.

PRIORITIZATION CRITERIA

Operational Improvement	Scoring
Significantly improves roadway capacity and traffic operations (Δ v/c > 1.0)	*4*
Highly improves roadway capacity and traffic operations (Δ v/c > 0.65)	*3*
Moderately improves roadway capacity and traffic operations (Δ v/c > 0.5)	*2*
Little or no improvement to roadway capacity and traffic operations (Δ v/c < 0.5)	*0*

Existing Operations	Scoring
Existing roadway segment operates at LOS E or LOS F	*5*
Existing roadway segment operates at LOS D	*3*
Existing roadway segment operates at LOS C	*2*
Existing roadway segment operates at LOS B or better	*1*

Multimodal Benefit	Scoring
Provides Class II bike lanes to benefit bicycle mobility	*2*
Does not provide direct benefit to pedestrian, bicycle or transit access and/or mobility	*0*

Implementation	Scoring
Relatively low project cost (< $5M) increases feasibility of implementation	*3*
Moderate project cost (< $15M) increases feasibility of implementation	*2*
Higher project cost (> $15M) increases difficulty of implementation	*1*

Priority	Score
High	*8 - 11*
Medium	*6 - 7*
Low	*≤ 5*

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EXHIBIT C

MONTEREY COUNTY FEE BY LAND USE

TABLE 7
FEE BY LAND USE

ZONE	ITE CODE	ITE TRIP RATE[a]	NORTH COUNTY FEE/DU[b]	NORTH COUNTY FEE/KSF	PENINSULA - SOUTH COAST FEE/DU[b]	PENINSULA - SOUTH COAST FEE/KSF	GREATER SALINAS FEE/DU[b]	GREATER SALINAS FEE/KSF	SALINAS VALLEY - SOUTH COUNTY FEE/DU[b]	SALINAS VALLEY - SOUTH COUNTY FEE/KSF
Residential										
Single Family Detached Housing	210	9.52	$ 3,121	-	$ 1,118	-	$ 2,159		$ 2,206	-
Apartment	220	6.65	$ 2,180	-	$ 781	-	$ 1,508		$ 1,541	-
Residential Condominium/Townhouse	230	5.81	$ 1,905	-	$ 682	-	$ 1,318		$ 1,346	-
Multi-Family / Secondary Unit	251	3.68	$ 1,206	-	$ 432		$ 835		$ 853	
Retail										
Specialty Retail Center	826	44.32	-	$ 5,020	-	$ 1,798	-	$ 3,473	-	$ 3,548
Shopping Center	820	42.70	-	$ 4,836	-	$ 1,732	-	$ 3,346	-	$ 3,418
Free-Standing Discount Superstore	815	57.24	-	$ 6,483	-	$ 2,322	-	$ 4,486	-	$ 4,582
Supermarket	850	102.24	-	$ 11,580	-	$ 4,147	-	$ 8,012	-	$ 8,184
High-Turnover Restaurant	932	127.15	-	$ 14,402	-	$ 5,157	-	$ 9,964	-	$ 10,179
Building Materials and Lumber Store	812	45.16	-	$ 5,115	-	$ 1,832	-	$ 3,539	-	$ 3,615
Hardware/Paint Store	816	51.29	-	$ 5,809	-	$ 2,080	-	$ 4,019	-	$ 4,106
Nursery (Garden Center)	817	68.10	-	$ 7,713	-	$ 2,762	-	$ 5,337	-	$ 5,451
Nursery (Wholesale)	818	39.00	-	$ 4,417	-	$ 1,582	-	$ 3,056	-	$ 3,122
Factory Outlet Center	823	26.59	-	$ 3,012	-	$ 1,079	-	$ 2,084	-	$ 2,129
New Car Sales	841	32.30	-	$ 3,658	-	$ 1,310	-	$ 2,531	-	$ 2,586
Automobile Parts Sales	843	61.91	-	$ 7,012	-	$ 2,511	-	$ 4,852	-	$ 4,956
Tire Store	848	24.87	-	$ 2,817	-	$ 1,009	-	$ 1,949	-	$ 1,991
Tire Superstore	849	20.36	-	$ 2,306	-	$ 826	-	$ 1,596	-	$ 1,630
Supermarket	850	102.24	-	$ 11,580	-	$ 4,147	-	$ 8,012	-	$ 8,184
Discount Supermarket	854	90.86	-	$ 10,291	-	$ 3,685	-	$ 7,120	-	$ 7,273
Discount Club	857	41.80	-	$ 4,734	-	$ 1,695	-	$ 3,276	-	$ 3,346
Home Improvement Superstore	862	30.74	-	$ 3,482	-	$ 1,247	-	$ 2,409	-	$ 2,461
Electronics Superstore	863	45.04	-	$ 5,101	-	$ 1,827	-	$ 3,530	-	$ 3,606
Discount Home Furnishing Superstore	869	20.00	-	$ 2,265	-	$ 811	-	$ 1,567	-	$ 1,601
Apparel Store	876	66.40	-	$ 7,521	-	$ 2,693	-	$ 5,203	-	$ 5,315
Arts and Crafts Store	879	56.55	-	$ 6,405	-	$ 2,294	-	$ 4,432	-	$ 4,527
Pharmacy/Drugstore (no Drive-Thru)	880	90.06	-	$ 10,201	-	$ 3,653	-	$ 7,058	-	$ 7,209
Pharmacy/Drugstore (Drive-Thru)	881	96.91	-	$ 10,977	-	$ 3,931	-	$ 7,594	-	$ 7,758
Furniture Store	890	5.06	-	$ 573	-	$ 205	-	$ 397	-	$ 405
Service/Government										
General Office Building	710	11.03	-	$ 4,099	-	$ 1,468	-	$ 2,836	-	$ 2,897
Business Park	770	12.44	-	$ 4,623	-	$ 1,656	-	$ 3,199	-	$ 3,268
Government Office Building	730	68.93	-	$ 25,619	-	$ 9,174	-	$ 17,725	-	$ 18,106
Medical-Dental Office Building	720	36.13	-	$ 13,428	-	$ 4,809	-	$ 9,291	-	$ 9,491
Office Park	750	11.42	-	$ 4,244	-	$ 1,520	-	$ 2,937	-	$ 3,000
Industrial / Agricultural										
Manufacturing	140	3.82	-	$ 395	-	$ 141	-	$ 273	-	$ 279
Warehousing	150	3.56	-	$ 368	-	$ 132	-	$ 254	-	$ 260
Industrial Park	130	6.83	-	$ 705	-	$ 253	-	$ 488	-	$ 499
Light Industrial	110	6.97	-	$ 720	-	$ 258	-	$ 498	-	$ 509
Heavy Industrial	120	1.50	-	$ 155	-	$ 55	-	$ 107	-	$ 109
Lodging[(b)]										
Hotel	310	8.17	$ 3,026	-	$ 1,084	-	$ 2,094	-	$ 2,139	-
Motel	320	5.63	$ 2,086	-	$ 747	-	$ 1,443	-	$ 1,474	-
FEE PER TRIP			$ 370		$ 133		$ 256		$ 262	

Notes:

DU = Dwelling Unit; ksf = thousand square feet

(a) Fees by land use calculated based on average weekday daily trip generation rates from ITE's *Trip Generation, 9th Edition (2012).* Units are trips per dwelling unit, thousant square feet or lodging room.

(b) Fees for Lodging uses calculated based on average daily trip generation rate per room.

K:\SJC_TPTO\09568600\Excel\[Fee Tables 2013-5-6.xlsm]Fee by LU Detail 100%